

# GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. XVII. No. 10.

CHICAGO, ILL., NOVEMBER 25, 1906.

PRICE \$1.50 PER YEAR.  
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26 Chamber of Commerce

ELEVATOR CAPACITY  
2,000,000 bu.  
Rail and Lake.

N. Y. OFFICE  
104 Produce Exchange

Receivers and Shippers of Grain, Mill Feeds, Hay

We offer you the advantage of both the Buffalo and New York Markets. Correspondence and consignments solicited.

## PITTSBURGH GRAIN AND FLOUR EXCHANGE MEMBERS.

**HAY**  
In one spot 40 years  
The Best Market in the World  
We know the Best Buyers.  
Liberal advances on consignments. Write us.  
**Daniel McCaffrey's Sons Co.**  
Pittsburgh, Pa.  
References: Duquesne National Bank, Washington National Bank

**GRAIN**

**P. Keil & Son**  
GRAIN - HAY - FEED  
201 Grain Exchange, - PITTSBURGH, PA.

JAMES GRAHAM ESTABLISHED 1866. S. O. GRAHAM  
**JAMES GRAHAM & SON**  
Capital, \$400,000.00  
**GRAIN, HAY AND MILL FEED**  
REFERENCES—First National Bank, Mellon National Bank, Bradstreet's and Dun's Mercantile Agencies.  
807 Westinghouse Building, Pittsburgh, Pa.

## ELEVATORS WANTED

To get in direct communication with would-be buyers of grain elevators reply to ads in the "Elevators Wanted" columns of the GRAIN DEALERS JOURNAL.

## NEW YORK PRODUCE EXCHANGE MEMBERS.

**The Larrowe Milling Co.**  
Grain Merchants  
227 Produce Exchange, New York.

Chas. B. Morris Established 1870 Chas. J. Leward  
**CHAS. B. MORRIS & CO.**  
GRAIN, FEED, HAY AND STRAW  
FOOT 131ST STREET, HUDSON RIVER, N. Y.  
Storage capacity, 125 cars. Liberal advances made on all consignments. Members N. Y. Produce Ex. and National Hay Association.

**FORBELL & KIPP**  
COMMISSION MERCHANTS  
GRAIN, MILL FEEDS, HAY  
OATS A SPECIALTY  
Consignments Solicited  
342 Produce Exchange, NEW YORK CITY

## CAIRO BOARD OF TRADE MEMBERS.

**H. L. Halliday Milling Co.**  
WHEAT, CORN AND OATS,  
CAIRO, ILL.  
Elevator Capacity 500,000 Bushels.

**SAMUEL HASTINGS CO.**  
**GRAIN-HAY**  
CAIRO, ILLINOIS

**Redman, Magee & Co.**  
**GRAIN**  
Delta Elevator, Cairo, Illinois



## CHICAGO BOARD OF TRADE MEMBERS.

**SATISFIED**

You will be if you consign  
your grain to  
**RE QUA BROS.**  
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FRANK E. GULICK, - Mgr. Rec. Dept.

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Consignments and  
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714-715 Royal Ins. Bldg. CHICAGO

**FREEMAN BROS. & CO.**COMMISSION  
MERCHANTS

GRAIN HAY STRAW

66 BOARD OF TRADE, CHICAGO  
Orders for the purchase and sale of grain for future delivery  
executed

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PROVISIONS

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171 LA SALLE ST.  
Members—Chicago Board of Trade  
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Consignments a Specialty  
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RECEIVERS AND SHIPPERS**

WESTERN UNION BUILDING, CHICAGO, ILL.

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**Philip H. Schifflin & Co.**

Incorporated

SUCCESSORS TO  
H. HEMMELGARN & CO.Commission Merchants  
Grain, Seeds and Provisions

Consignments and orders in futures respectfully  
solicited.

515-518 Postal Telegraph Bldg.  
Telephone Harrison 833 Chicago, Ill.

**W. H. LAKE & CO.  
Commission Merchants**

We Solicit Your Consignments and  
Orders in Futures.

50 BOARD OF TRADE, -1- CHICAGO

206 Chamber of Commerce, St. Louis.

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Chicago Stock Exchange. Chicago Board of Trade.  
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**CLARENCE H. THAYER & CO.**

Successors to W. R. Mumford Co.

Founded 1870.

**COMMISSION MERCHANTS**

Your Consignments and Future Orders Solicited.

Our untarnished record for the past 35 years, with a  
capital of over \$100,000, speaks for itself.

Rooms, 51, 55, 56, 57, 58 and 59  
2 and 4 Sherman Street, Chicago

**Lamson Bros. & Co.**

ESTABLISHED 1874

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**Grain Consignments  
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Also future delivery orders on all ex-  
changes.

Grain — Provisions — Stocks — Cotton

6 Board of Trade CHICAGO

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**Somers, Jones & Co.**COMMISSION  
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Grain and Field Seeds

Consignments and orders for future deliveries  
respectfully solicited. Good work and  
the best of treatment guaranteed

No. 82 Board of Trade CHICAGO

**YOUNG &  
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Consignments and orders  
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**J.H. DOLE & CO.**

(ESTABLISHED 1852)

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GRAIN AND SEEDS

We solicit your  
CONSIGNMENTS  
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**J. C. SHAFFER & CO.**

GRAIN MERCHANTS

Buyers and Shippers of Grain

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GRAIN COMMISSION

725 Postal Telegraph Bldg.

Phone Harrison 5320 CHICAGO, ILL.

**W. H. MERRITT & CO.**

Grain Buyers and Shippers

CORRESPONDENCE SOLICITED

87 Board of Trade, CHICAGO, ILL.

**Grain Buyers  
Weight and  
Copy Book No. 66**

Is designed for agents of line companies, to  
use in keeping record of each day's pur-  
chases. Sending carbon copy to home office  
and retaining original. It saves labor and  
time and prevents errors in copying.

This book is 12x12, contains 225 pages and  
has room to record 7,425 loads in duplicate.  
Each page has duplicate printing for col-  
umn heads of Gross, Tare and Net weights  
and the page is perforated down the middle  
from top to bottom, so that half of it folds  
back on the inside half, bringing the dupli-  
cate printing on half of the page over the  
printing on the under half, so that when a  
carbon paper is inserted between the leaves  
formed by folding back the page, an exact  
duplicate is made of the original entry.

A sheet of pressboard 6x12 inches is fur-  
nished with each book. It is placed be-  
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surface. Three sheets of carbon paper are  
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The book is well bound in heavy board  
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GRAIN DEALERS JOURNAL  
255 La Salle St., CHICAGO, ILL.



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Successors to Rumsey Lightner & Co.

### COMMISSION MERCHANTS

Grain, Provisions and Seeds

Cash and Future Deliveries.

97 Board of Trade

CHICAGO.

### Rosenbaum Brothers

### COMMISSION MERCHANTS

77 Board of Trade  
CHICAGO

Consignments our Specialty  
Orders for Future Delivery Carefully Executed  
We Solicit Your Correspondence

### Wright, Bogert & Co.

### Commission Merchants

Correspondence and Consignments  
Solicited.

Orders for future delivery  
carefully executed.

### SCREENINGS AND MILL STUFF

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CHICAGO

## ARMOUR GRAIN COMPANY CONSIGNMENTS SOLICITED

We Are Fully Equipped in Every Way to Give Best Service in Chicago

205 LA SALLE STREET

CHICAGO



No order too large for me to execute  
GRAIN  
CONSIGNMENTS  
A SPECIALTY

### Sam Finney

58 Board of Trade  
CHICAGO

or too small to be appreciated

### SEEDS

TIMOTHY  
FLAX  
CLOVER

BARLEY  
OATS  
CORN

A SPECIALTY

F. E. WINANS

Grain Commission Merchant  
6 Sherman St., Chicago

### W. P. ANDERSON & COMPANY

### COMMISSION MERCHANTS

### GRAIN AND PROVISIONS

Consignments Solicited

Ground Floor, 12 Sherman Street, CHICAGO, ILL.

### THE ALBERT DICKINSON CO.

**SEEDS**  
Clovers  
Timothy  
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Bromus inermis  
Dwarf Essex Rape Seed  
Main Office, CHICAGO, ILL.

Blue Grass  
Orchard Grass  
Millets, Hungarian  
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Peas, Beans, Buds, etc.  
MINNEAPOLIS, MINN.

### RECEIVERS

who want to reach the regular grain  
dealers of the country use space in  
the GRAIN DEALERS JOURNAL.

### Robinson's Telegraphic Cipher Code (Revised)

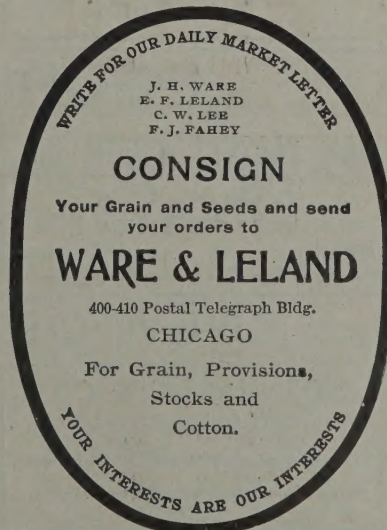
Is more extensively used by  
Grain and Provision Dealers

than all other codes combined. It is compact,  
small and can be easily carried in the pocket.  
Get the latest edition; by using it your messages  
will be understood, you will save time and  
expense.  
Price, leather, gift edges, \$2.00; cloth bind-  
\$1.50. Your name in gilt letters on front cover  
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GRAIN DEALERS JOURNAL

255 La Salle St. CHICAGO, ILL.

"I am impressed with the fact that comparatively few of the members of commercial organizations make themselves known to the public thru the medium of advertisements, and that this field is almost exclusively occupied by others, which accounts in my opinion very largely for the volume of business sent to those who are not responsible to any established and recognized commercial body, and who are not therefore, accountable under the restrictions and safeguards embodied in the rules of prominent commercial bodies."—GEO. F. STONE, Secy. of the Chicago Board of Trade, Sep. 1895.





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**Geo. A. Adams Grain Co.**  
Good Milling Wheat  
Our Specialty  
Orders Executed in Futures on all Exchanges  
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**Kimball-Fowler Cereal Co.**  
CORN AND RYE MILLERS  
BREWERS' GOODS AND FEED  
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Kay H. Beach. Robinson's Cipher. M.L. Keever  
**BEACH-KEEVER GRAIN CO.**  
Try us with consignments of grain.  
We also handle options.  
344 Board of Trade, Kansas City, Mo.

H. Vanderslice John H. Lynds  
**Vanderslice-Lynds Co.**  
Grain Commission Merchants  
Correspondence and consignments solicited  
Board of Trade KANSAS CITY, MO.

**CONSIGNMENTS and FUTURE ORDERS**  
solicited. Our salesmen are men of experience and good judges of grain, hence any business entrusted to us will have the best of care.  
**Snodgrass, Steele & Co., Kansas City**

**Your Grain.**  
Ship it to us and thus realize top prices and prompt returns. We are equipped to fill orders for futures, promptly, too, in either Chicago, Kansas City or St. Louis markets.

**The H. L. Strong Grain Co.**  
Established 1880  
**COMMISSION MERCHANTS**  
Special attention given to **Consignments of Grain** and trades in futures in the **Kansas City Markets**  
MAIN OFFICE: BOARD OF TRADE  
**KANSAS CITY, MO.**

**GOFFE & CARKENER**  
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Consignments, Mill Orders, Futures

**ERNST-DAVIS GRAIN CO.**  
KANSAS CITY, MO.  
Members Kansas City Board of Trade, Chicago Board of Trade and St. Louis Merchants Exchange.

**ROBINSON'S CIPHER CODE (Revised)**  
Bound in leather, gilt edges.....\$2.00  
Bound in cloth..... 1.50  
Your name in gilt letters on front cover 25 cents extra.  
**GRAIN DEALERS COMPANY**  
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SPECIAL ATTENTION GIVEN  
Consignments, Futures,  
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Receivers & Shippers of Grain.  
218 Merchants' Exchange  
ST. LOUIS, - - - MO.

W. C. Goffe, G. S. Carkener, G. C. Martin, Jr.  
**GOFFE & CARKENER CO.**  
Grain Consignments Solicited  
514 Chamber of Commerce, ST. LOUIS

**Daniel P. Byrne & Co.**  
General Commission Merchants  
Successors to Redmond Cleary Com. Co.  
Established 1854. Incorporated 1857.  
**Grain, Hay, Millfeed and Seeds**  
Chamber of Commerce, ST. LOUIS, MO.

**Nanson Commission Co.**  
Grain, Hay and Seeds  
202 Chamber of Commerce,  
St. Louis, Mo.

**If You Want**  
regular country shippers to become familiar with your firm name, place your "ad" here.

**EATON, McCLELLAN & CO.**  
Receivers and Shippers of  
**GRAIN**  
19 North Main Street ST. LOUIS, MO.

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**GRAIN MERCHANTS**  
PEORIA, - - - - - ILL.

**Grain Shippers**  
and in fact all grain men who are wide awake and on the alert to get onto all the ins and outs of the grain business, subscribe for and read the Grain Dealers Journal.

**ROBERTS, MOSCHEL & MOSIMAN**  
Consignments Solicited  
**GRAIN AND COMMISSION**  
Chamber of Commerce Building  
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NEW ORLEANS, LA.  
Grain Receivers and Exporters  
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**CLARK'S CAR REGISTER**  
is designed especially to facilitate finding of record of any car. A time and labor saver. Invaluable to receivers.  
**Grain Dealers Co., Chicago, Ill.**

**THOMAS J. CLARK**  
GRAIN BROKER  
NEW ORLEANS - - - LOUISIANA  
WANTS YOUR QUOTATIONS ON  
Wheat, Corn, Oats, Wheat Bran, Corn Chops, Corn Meal, Hominy Feed & Hay  
FOR LOCAL AND EXPORT SHIPMENT  
Sell to responsible firms only Wire up your prices



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OMAHA, NEB.

**The Updike Grain Company**  
OMAHA, NEB.  
All Kinds of Grain for Sale  
Originating all grain at 100  
country elevators in Nebraska  
ASK FOR PRICES

NASHVILLE, TENN.

Established 1876  
**MILLER & CO.**  
HAY, GRAIN & COMMISSION  
Nashville, Tenn.  
Consignments Solicited

KENTLAND, IND.

**SHIPPERS**  
OF CORN AND OATS  
**McCRAY, MORRISON & CO.**  
KENTLAND, IND.

BATTLE CREEK, MICH.

**McLane, Swift & Co.**  
Buyers of Wheat, Corn, Natural  
and Clipped Oats, Choice Rye.  
Write for bids—your track.  
Grain Elevators on Grand Trunk Railway  
BATTLE CREEK, MICH.

COLUMBUS, O.

**CUMMINS & CRATTY**  
Track Buyers and Shippers of  
GRAIN AND HAY  
Ask us for prices by mail or telegraph  
Correspondence Solicited  
Elevator at  
COOK, OHIO COLUMBUS, OHIO

GREENVILLE, OHIO.

**E. A. GRUBBS GRAIN CO.**  
GREENVILLE, O.  
*Grain, Hay, Straw.*  
Correspondence wanted with Grain Dealers  
who ship East Union Line Via Indianapolis,  
Indiana.

LE MARS, IOWA.

**Grain and Hay For Sale**  
I want Eastern and Southern trade  
to write or wire for prices on Oats,  
Corn, Barley and Timothy Hay.  
**J. J. GEHLEN,** Le Mars, Iowa

INDIANAPOLIS, IND.

*The*  
**Bassett Grain Co.**  
INDIANAPOLIS  
Telephone 80. Rooms 33 & 35 Board of Trade

PORTLAND, ME.

**EDWARD P. MERRILL**  
**Grain Broker**  
PORTLAND, MAINE  
Connection wanted with a good rolled oats mill

HARRISBURG, PA.

**HARRISBURG FEED and GRAIN COMPANY**  
ORGANIZED 1901  
JAMES W. BARKER, Manager  
HARRISBURG, PENNSYLVANIA  
—GRAIN—FEED—HAY—STRAW—  
Car Lots Only  
Our manager has been buying grain in Pennsylvania  
since 1886.

CEDAR RAPIDS, IOWA.

Send for our track bids. They  
will interest you.  
**J. H. FAULKNER & CO.**  
**Grain Brokers**  
Cedar Rapids, Iowa

DECATUR, ILL.

W. E. WALKER G. J. SIEBENS  
**W. E. WALKER & CO.**  
GRAIN MEN—We want your business  
—we represent only responsible firms.  
RECEIVERS—If not represented, we  
want your account.  
Grain Brokers Decatur, Ill.

CLEVELAND, O.

**THE UNION ELEVATOR CO.**  
Buyers and Shippers of  
Corn, Oats, Wheat, Hay & Straw  
CLEVELAND, O.  
We are in the market at all times for "off grades" of grain

HAMBURG, GERMANY.

Hamburg Buenos Aires  
**ROTHSCHILD GEBR.,**  
Commission Merchants  
Accounts Solicited.  
Grain, Flour, Feedstuffs, Brewers, Distillers,  
Grains.  
Reference: Filiale Der Deutschen Bank.  
Hamburg Germany

JACKSONVILLE, FLA.

**GUY R. CHAMPLAIN**  
JACKSONVILLE, FLA.  
Merchandise Broker and Manufacturers' Agents  
Accounts Solicited  
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Reference: National Bank of Jacksonville

FREMONT, NEB.

**NYE SCHNEIDER FOWLER CO.**  
GRAIN DEALERS  
Corn for Feeders. Milling wheat a specialty,  
both winter and spring. Write for samples  
and prices. Shipment via C. & N. W. R. R.  
GENERAL OFFICES:  
FREMONT, NEB.

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**McLAUGHLIN, WARD & CO.**  
WHOLESALE  
**Grain & Farm Seeds**  
JACKSON, MICH.

CRAWFORDSVILLE, IND.

**CRABBS REYNOLDS**  
**TAYLOR CO.**  
Grain and Clover Seed  
CRAWFORDSVILLE, - INDIANA

MEMPHIS, TENN.

When you have either  
**Corn, Oats or Hay to Sell**  
write or wire us your lowest prices F. O. B. your  
track, or delivered Memphis. We will make  
liberal advances on consignments. References:  
Bankers Trust Company, Memphis, Tenn., and  
H. N. Schuyler & Son, Pana, Ill.  
Stephenson Grain Co., Memphis, Tenn.

## COAL SALES BOOK FORM 44. FOR RETAIL COAL DEALERS.

It facilitates bookkeeping, and reduces the  
chance of error. Practically three books in  
one. 1. It is the original entry of all sales  
made. 2. It is the original entry on the  
scale weights. 3. It is the Journal from  
which the posting is done.

It contains spaces for 6,000 loads. Each  
page is ruled with column headings, as follows:  
Date, Ledger Folio, Purchaser, Gross, Tare,  
Net Pounds, Price Per Ton, Amount.

This book is 8 1/2 x 14 inches and contains  
150 pages of superior ledger paper. Each  
page is numbered. It is well bound with best  
binder board, covered with cloth, has leather  
back and round leather corners. Price, \$1.75.

FOR SALE BY

**Grain Dealers Company,**

255 La Salle St.

CHICAGO, ILL.

## GRAIN TABLES FOR CAR LOADS

Clark's Grain Tables for Car Loads, so exten-  
sively used for reducing pounds to bushels have  
been extended to cover the largest car loads. The  
book now contains 28 pages of tables as follows:

OATS (32 lbs.) six tables, 20,000 to 86,000 lbs.  
CORN (56 lbs.) eight tables, 20,000 to 108,000 lbs.  
WHEAT (60 lbs.) eight tables, 20,000 to 108,000 lbs.  
BARLEY (48 lbs.) six tables, 20,000 to 86,000 lbs.  
The number of bushels in any weight of grain,  
within the numbers specified above are given in  
bold-faced type. The tables are printed in two  
colors on good paper. By their use all reduc-  
tions are avoided and errors are prevented.

Bound in cloth - - - \$1.50  
Bound in leather and indexed, \$2.00

**GRAIN DEALERS JOURNAL**

255 LaSalle St. - - Chicago, Ill.

**DABNEY BROKERAGE CO.**  
GRAIN, HAY  
PRODUCE  
RECEIVERS, SHIPPERS  
Domestic and Export  
NEWPORT NEWS VIRGINIA



# Wanted

*HOT CORN  
DAMAGED CORN  
SALVAGE GRAIN*

When You Have Any  
of Either, Send Sealed  
Samples and Get Our  
Prices

**THE GALE BROS. CO.**  
CINCINNATI, OHIO



## POWER CAR LOADERS FOR ELEVATORS

**IF YOU WANT THE BEST  
CAR LOADER**

Write  
**The Ideal Car Loader Co.**  
ALLENVILLE, ILL.

**Gem Automatic Car Loaders do  
much work and consume little  
power—hence money savers**



Pat. July 23, 1906

Portland, Ind., Nov. 6th, 1906

**THE GROVES GRAIN LOADER CO.**  
Hartford City, Ind.

Gentlemen:—

Enclosed you will find check in payment of Grain Loader recently installed at our Blain Elevator. Regarding the quality efficiency of this Machine, wish to say it is the best we have ever seen. The writer saw the Machine in operation when 1000 bus. of oats were loaded in a car without the use of a shovel in 50 minutes.

For so small a machine your price seems a trifle high, but basing the price on what such a Machine is worth to a grain elevator, its real value would be more than twice the amount of your price.

Yours truly,

The Haynes Milling Co.

Signed, E. M. Haynes, President.

**The Groves Grain Loader Co.**  
HARTFORD CITY, IND.



Frankfort, Ind., Aug. 13, 1903.

Maroa Mfg. Co.,  
Maroa, Ill.

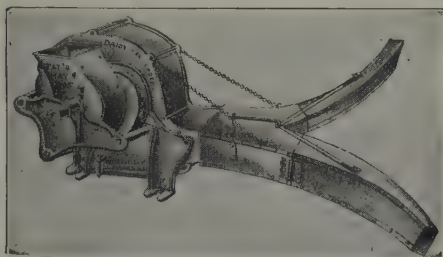
Gentlemen:—We herewith say that the three Boss Car Loaders you put in for us are working fine and we are perfectly satisfied with them, and only say we are sorry we did not put them in at our elevators sooner.

Very respectfully,  
OSBORNE, DILLEN & SELLARS.

That the loaders are entirely satisfactory is shown by the many letters from customers which we are publishing in this space. However, you do not have to take any one else's word for it, as we are glad to send them on trial and you can have one that way if you will write us for it.

**MAROA MFG. CO., Maroa, Ill.**

## Daisy Car Loaders Make Satisfied Customers



St. Ansgar, Ia., Sept. 17, '06.

Gentlemen:—The car loader arrived O. K. We got it set up and loaded our first car with it Saturday. It works fine. We have received no bill of it; please send us one and we will mail you draft for loader. LUND & HUME.

We find that a pleased customer is the best advertisement and we are daily receiving letters reading much the same as the above. If in need of a car loader send for a "DAISY" on 30 days' trial.

**WELGE & LILLY**  
Maroa Illinois

## COMBINED GRAIN CLEANER and PNEUMATIC CAR LOADER

will clean and load your grain at the same time, the conveying is done by compressed air, cannot possibly crack or mill it. The grain is subjected to a heavy pressure of air every minute you are loading.

Dalton City, Ill., Sept. 18 1906.

**MATTOON GRAIN CONVEYOR CO.**  
Enclosed please find draft for \$128.25, payment in full on combined Grain Cleaner and Pneumatic Car Loader. We have given your machine a thorough trial on both corn and oats, and find it—entirely satisfactory.

It does not crack or mill the grain, and takes out all chaff and dirt, leaving the grain evenly distributed, and perfectly clean in the car. You can enter our order for another machine, which we will instruct you later where to ship. Very truly yours, C. A. HIGHT & CO

We warrant the machine to do the work to your satisfaction For Descriptive Circulars and Prices write

**MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.**

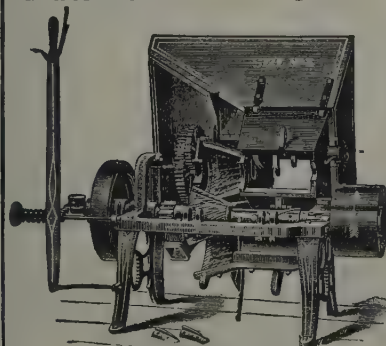


## Bowsher Feed Mills

(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and Grind all kinds of small grain; separately or mixed. Will grind Kaffir Corn in the Head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

**Different From All Others**



**Lightest Running**  
Best Built. Finest Finish.

**HANDIEST TO OPERATE**

SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

**They are Built for Business.**

**THE N. P. BOWSHER CO., South Bend, Ind.**

## Your Profits

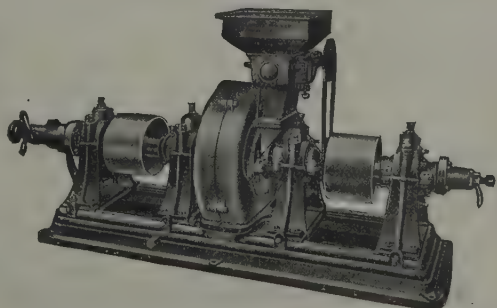
at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

## Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

**SPROUT, WALDRON & CO**

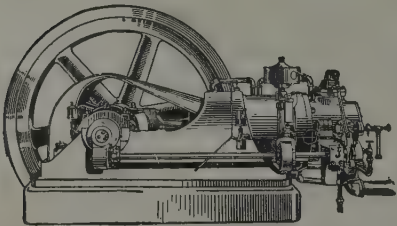
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**FIRE PROTECTION****IDE SOLUTION** in place of Salt Brine has these advantages:It does not evaporate  
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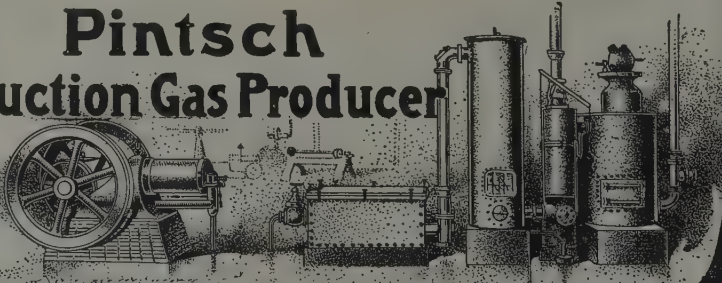
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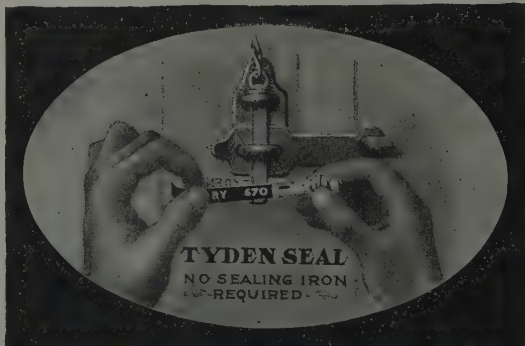
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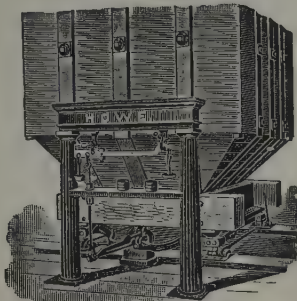
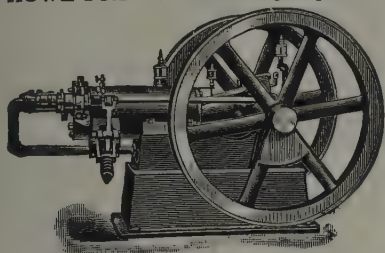
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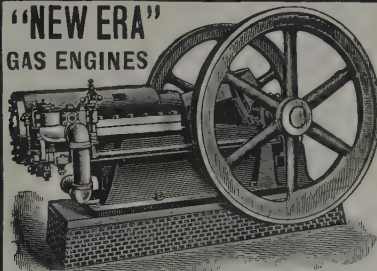
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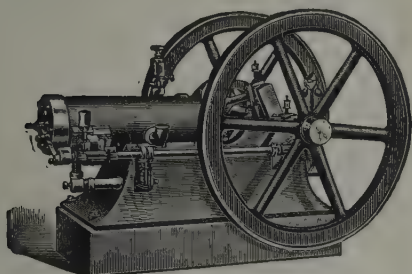
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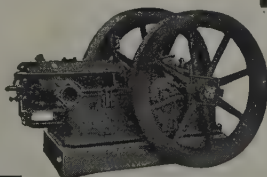
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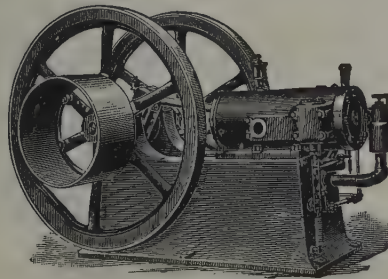
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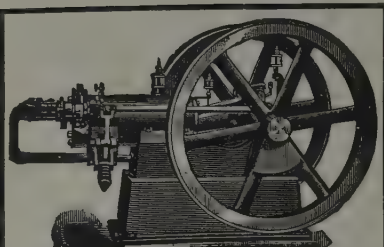
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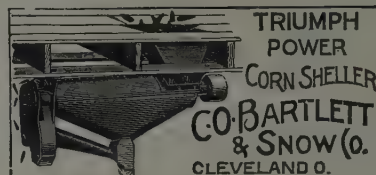
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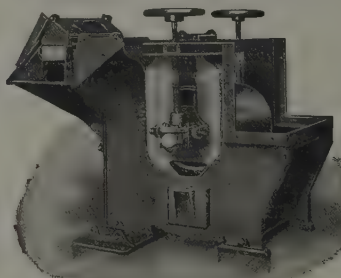
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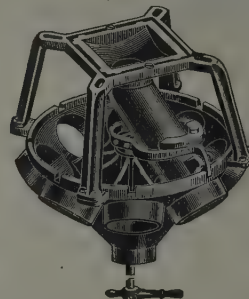


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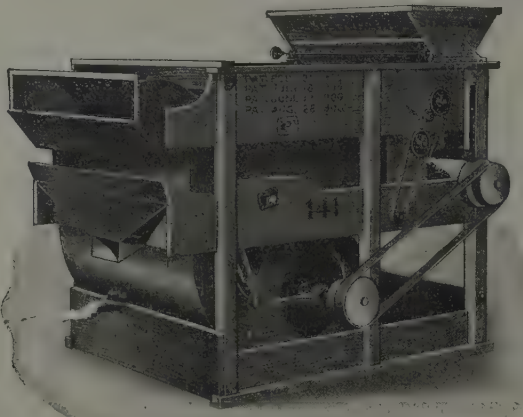
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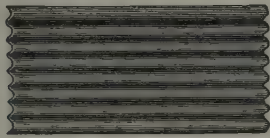
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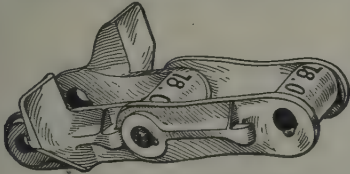
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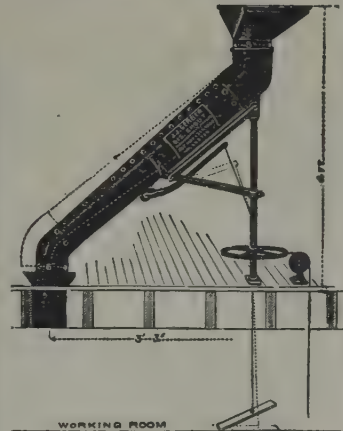
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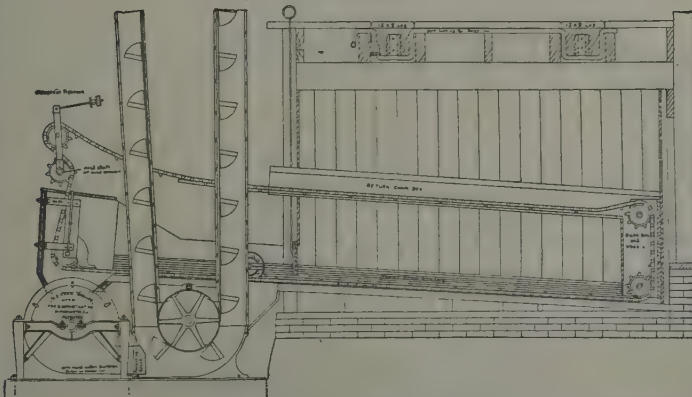
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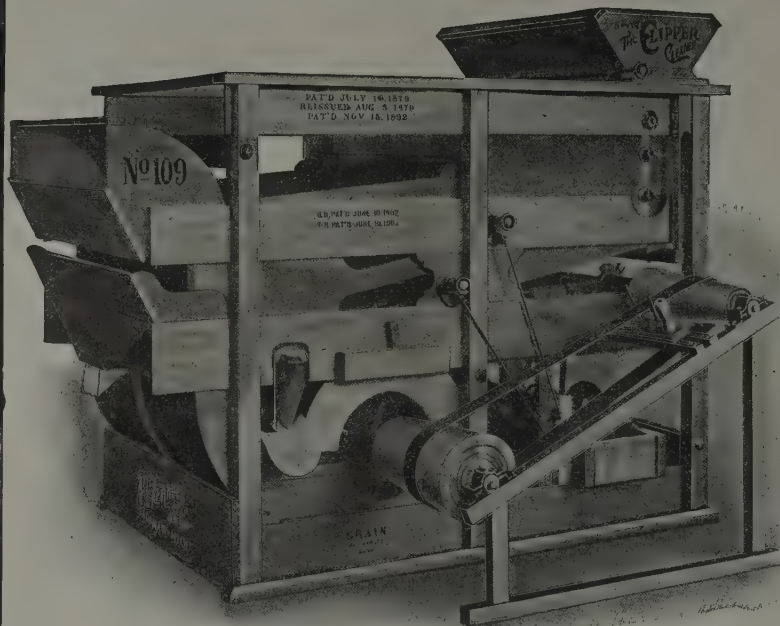
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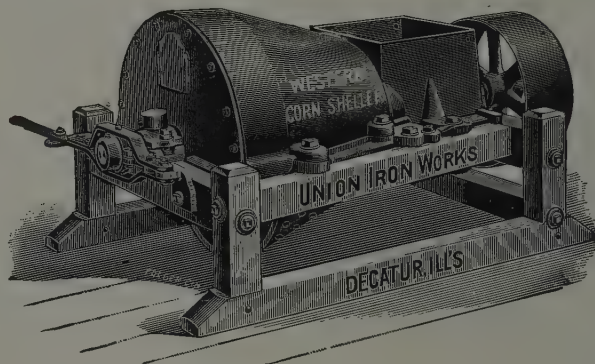
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## Elevator Machinery

of all kinds including Elevator Heads and Boots, Cast Iron Boots, Ball-bearing Turn Heads, Pulleys, Sprocket Wheel's, Shafting Boxes, Collars, etc. We also manufacture the "WESTERN" FRICTION CLUTCH. It has no equal. : : ; : :



WRITE FOR CATALOG AND PRICES

Complete Stock carried in Kansas City, Missouri, 1221-1223 Union Avenue.



## Purified Grain

When the work is properly done comes nearer satisfying the demands of the consumer than any other preparation of weather damaged grain.

### A Caldwell-Barr Purifying System

Does the work better than has ever been possible. Write us or come and see us, and be convinced.

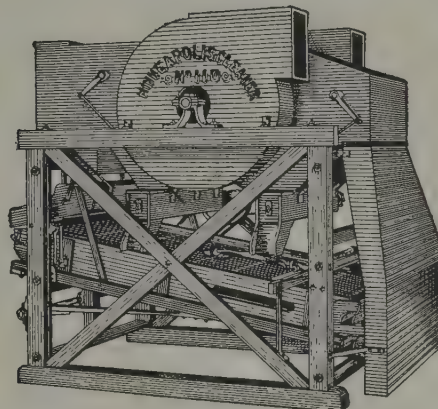
ADDRESS,

**Caldwell & Barr, Earl Park, Ind.**

## Combination Cleaner

Grain or Flax

**2 MACHINES IN 1**



By a unique device in the eccentrics we are enabled to produce two distinct throws and motions; thus we have in this machine a perfect grain cleaner as well as a flax cleaner, and the change can be made in five minutes' time, making it the most practical machine made. Has a large capacity in both grain and flax, yet simple and durable.

**J. L. OWENS COMPANY**

615 Superior St., Minneapolis, Minn.

## AIR DRIED GRAIN

(NOT KILL DRIED)

The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels capacity and up.

### "Ellis Grain Drier"

**Macdonald Engineering Co.**

Sole Manufacturers

549-553 Monadnock Building, Chicago

## GUARD YOUR GRAIN

WITH THE

### Hess Drier

Winter shelled corn, tough wheat, musty rye, damp buckwheat, hot cotton seed and rice are all put in condition and raised in grade by a few minutes treatment in this machine. Used by the U. S. Department of Agriculture, the largest grain dealers, and the principal grain handling railroads.

The new "Ideal" Hess Drier meets the needs of all who wish to dry a carload or two daily, and embodies all the advantages and money-earning properties of our larger machines. Send for particulars.

**HESS WARMING & VENTILATING CO.**

907 Tacoma Building Chicago, Ill.



**ELEVATORS FOR SALE.**

KANSAS AND OKLAHOMA elevators and mills for sale. Address Fayette Bennett & Co., Topeka, Kansas.

A No. 1 20,000 capacity elevator in Central Illinois; all up in good shape. Address Vinwell, Box 8, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT to buy an up-to-date elevator cheap, on the Big Four in Ohio, write to C. M. H. Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Old established grain, coal and lumber business with elevator and accessory buildings. Address H. F. Batterman & Co., Palatine, Ill.

SEVERAL MODERN elevators for sale, best equipped and best located in Illinois, on Big Four R. R. (P. & E. Division). Address E. S. M., Box 8, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS within 50 miles of Chicago in good corn, oats and hay territory; will handle 600,000 bushels of grain. No competition at either station. Address J. M. Maguire, Campus, Ill.

12,000 bu. elevator, 10,000 bu. potato house, flour and feed store, implement house 26x70 and 8 room dwelling house for sale, account my going into another business. No competition. Address Geo. Cota, Oconto Falls, Wis.

BEST ELEVATOR of 15,000 bu. capacity in Eastern Kansas for sale. Excellent grain territory. Large profits. Good reason for selling. Will give particulars. Address Red Elevator, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR and coal business in S. E. Nebraska, on B. & M. R. R. for sale; 25,000 bushels capacity; hopper scales 42,000 lbs., gasoline engine. All in good order. Good business. Address Tam, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE: We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

GOOD PAYING grain business in Wisconsin for sale, have large trade in ground feed, flour and building material. A money making plant and a good business for a live man. Would sell or rent. Address Wisconsin, Box 7, Grain Dealers Journal, Chicago, Ill.

IF YOU MEAN business will sell you an Ill. L. E. & W. elevator, first class in every way, 100,000 storage cap'y; ships 300,000 corn and oats; one competitor who is right. For \$12,000; part terms if you are right. You must hurry to get it. John A. Rice, Frankfort, Ind.

ELEVATOR "T"—By order of the U. S. District Court, Elevator "T" on the tracks of the C., M. & St. P. R. R., Minneapolis, will be sold at public auction Dec. 18, 1906. For prospectus covering details of trackage, facilities, etc., write to Chas. R. Fowler, trustee, Loan & Trust Bldg., Minneapolis, Minn.

**ELEVATORS FOR SALE.**

A GOOD STEAM ELEVATOR for sale. Capacity 20,000 bus., 2 dumps. Cement sinks. Track scales. Cleaners. Corn sheller. Grinding rolls. Eltr. buckets 16x7. Located in the Ark. Valley. Address Milliam, Box 9, Grain Dealers Journal, Chicago.

GRAIN ELEVATOR in northwestern Ind. for sale. Capacity 40,000 bushels, steam power, sheller, cleaner, hopper scales will handle 130 to 150,000 bushels per year. Coal, feed and building material also handled. Address Retlaw, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—In good repair, 10,000 bu. capacity in town of 2,500 on C. R. I. & P. and C. & N. W. R. R. In east central Iowa. Good surrounding country. Territory large. Chance for young man who wants to hustle. Price right. Must sell at once, account sickness. Address C. W. Cilley, What Cheer, Iowa.

ELEVATOR FOR SALE 100,000 bus. capacity. Doing an actual business of 500,000 bus. Located in best grain district of Western Ind. on the Chicago & E. Ill. R. R., about 100 miles from Chicago. The plant has first class equipment and is in perfect order. Write for full description and particulars to Box 3, Freeland Park, Ind.

MY GRAIN, COAL, flour, feed and milling business for sale, also feed and sale barns; on paved streets in town of 5,000 population. On C., R. I & P. and C. M. & St. P. railways, in Southeastern Iowa. Also 9-room residence for sale. Business will bear investigation. Good reasons for selling. Address A. W., Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Cracker-jack, Big 4, Ill. Elevator; a 30,000 bu. Iowa elevator, electric power; a pair of Indiana money coiners. Better than Goldfield. Illinois Elevators to trade for farm lands. Tex. lands to trade for elevator or other property. A line of 10 elevators for sale. Write. Be friendly. Treat, trade or travel. List your elevators, mills and hotels with me. I have the buyers. Address J. D. McClean, 403 No. Jefferson Ave., Peoria, Ill.

ELEVATOR FOR SALE—30,000 capacity; all modern improvements, also coal sheds; located center city of 2,500 population in northeastern Indiana; also farm in northwestern Ohio, 280 acres at \$100 per acre, level, black land, formerly covered with black ash and elm; \$5,000 worth of buildings on same, mostly new. Will enter into contract, if sell, to rent same at \$8.00 per acre for 1 to 3 years, cash payable yearly in advance. If sell elevator do not care to sell land and if sell land do not care to sell elevator. \$3.00 per acre commission to any one sending me buyer for land; liberal commission for selling elevator. Will rent elevator one year to right party with privilege of buying, rent to apply on sale of elev. Would take partner, me to furnish elevator and he to furnish capital. Must have at least \$7,000 to put in business. For further information address Dab, Box 10, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE.**

WE ARE going to sell in the next few days, the entire line of I. I. I. Ry. elevators, Illinois to Hamlet, inclusive, singly or as a line, positively at less than 75c on the dollar to build, \$1,000 to \$8,000 singly. Every house, or the line, at a bargain that will double the price in five years and make good money meanwhile. The flour, feed, buckwheat trade is large, and doubles the grain profit; fine improving territory, 50 sq. miles to the house. If you want to go in the grain business to double your money, wire me for date to select your choice, on and after the 12th inst. John A. Rice, Frankfort, Ind.

**LOCATIONS FOR ELEVATORS**

GOOD LOCATIONS for elevators and other industries on the line of The Belt Ry. of Chicago. Low switching rates and good car supply. For further information address—B. Thomas, Pres., Room 11, Dearborn Station, Chicago, Ill.

## Wagon Loads Received FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½x12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents, and Remarks. The book is printed on Record Line Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

**GRAIN DEALERS COMPANY**  
255 La Salle Street, CHICAGO, ILL.

## Record of Cars Shipped FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Line Ledger paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x13 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

**GRAIN DEALERS COMPANY**  
255 La Salle St., CHICAGO, ILL.



## ELEVATORS WANTED.

WILL BUY elevator doing a good business. Send all particulars to Box 613, Napoleon, Ohio.

ELEVATOR WANTED in exchange for a good, improved North Dakota farm. Address Box 455, Decatur, Ill.

MODERN ELEVATOR wanted in Eastern Nebraska for cash. Give particulars first letter. Address box 466, Lyons, Neb.

WANTED to lease an elevator and coal yard doing a good business. Address Hoosier, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED: For cash or in exchange for good improved farm. Address Pendence, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY: elevator at good point in N. Dak. Prefer point handling at least 75,000 bu. yearly. State full particulars in first letter. Address Lock Box 142, Lansford, No. Dak.

ELEVATOR WANTED in central Indiana. Must be in good condition and show plenty business. Give full information in first letter. Address A. B. Cohee & Co., Frankfort, Ind.

ELEVATOR WANTED to buy, in Illinois or Indiana. Give full particulars in first letter as to amount of business, competition, etc. Address M. M. J., Box 8, Grain Dealers Journal, Chicago, Ill.

TO SELL OR TRADE for good elevator in good locality, 180 acre farm in Woodford Co., 100 under cultivation, balance in timber, blue-grass pasture. Address J. P. Bland, 118 Franklin St., Peoria, Ill.

## MISCELLANEOUS.

THE GRAINMAN'S ACTUARY,  
\$2.50 postpaid,  
Henry Nobbe, Litchfield Ill.

FOR SALE, stock in good mill paying 23% annual dividends. Write A. H. Bennett & Co., Topeka, Kansas.

IF YOU want to sell your elevators, and they are worth the money asked, list them with James M. Maguire, Campus, Ill.

ADDRESS WANTED of W. H. Minor, formerly senior partner of Minor, Powell & Co., St. Louis, Mo. Address C. Daniels, Box 6, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jennings's New England Telegraph cipher. Must be in good condition. Address Jennings, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—In a live city of Indiana, a well established track buying grain business. A list of 500 correspondents. ALSO—For sale, in Ohio, a 150 barrel roller mill, a 20,000-bu. grain elevator. Both well located and doing a good business. For particulars, address A. L., Box 10, Grain Dealers Journal, Chicago, Ill.

## MILLS FOR SALE.

MANITOBA mill and elevator for sale; bargain. Mill 200; elevator 50,000. One hard district. Address Schwalm & Fair, Glenboro, Manitoba.

FLOUR MILL and line of elevators for sale in best wheat country in Southwest. A money-maker and a bargain if taken at once. Address So., Box 6, Grain Dealers Journal, Chicago, Ill.

50-BARREL FLOUR, feed and buckwheat mill for sale, located in Northeastern Ohio; recently remodeled and Oscillator system installed. Good feed, coal and fertilizer business goes with the mill. Hulbert & Crane, North Bristol, Ohio.

FEED MILL BARGAIN: A fine new feed and corn meal mill, Allis-Chalmers machinery, 20 horse power gasoline engine, fine business. Located in good northeastern Iowa town. For sale on account of ill health of owner at only \$2,000. Favorable terms. Iowa Mill & Elevator Brokers, Independence, Ia.

## PARTNERS WANTED.

DO YOU wish to sell an interest in your business to some live man or are you looking for an opportunity to invest where you can also give your services. An ad in the PARTNERS WANTED column of the Journal will be read by all progressive dealers. Try it.

## MISCELLANEOUS.

JOHN A. RICE, Elevator and Mills-broker, Frankfort, Ind. We have 200 houses to sell and 150 buyers to please.

ARMSBY CIPHER CODE WANTED—Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

## MISCELLANEOUS FOR SALE BARGAINS.

1 rotary corn cleaner.  
1 No. 3 western sheller.  
1 iron head pulley, 40 in., face 14 in.  
85 steel buckets, 6x11.  
Will sell these very cheap. Address M. W. Cardwell, Overbrook, Kan.

## SITUATIONS WANTED.

WANTED POSITION in mill or elevator as general helper. Address Guy H. Holmes, Burnt Prairie, Ill.

SITUATION WANTED by man of experience, with good reference, as manager of country grain business. Address J. T. M., P. O. Box 111, Blairstown, Iowa.

POSITION WANTED by young married man with 14 years experience in elevator and grain business. Address Loop, Box 10, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as bookkeeper or manager of grain business. Five years experience as manager for firm now handling with grain, coal, lumber and implements. Best of reference. Give me a trial. Sober. Address Oli, Box 7, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of some grain firm station, by reliable young married man, strictly sober, able to handle everything pertaining to grain business, from double set of books to gasoline engine. Best references. Commence Jan. 1st. Address Smail, Box 10, Grain Dealers Journal, Chicago, Ill.

FRED MULLER, former secretary-treasurer New Orleans Board of Trade, just back from Europe, is open for engagement. Sixteen years commercial activity both in Europe and the United States. Accustomed to manage large affairs. Thoroughly familiar with the export business. Finest references. Hustler. Address % New Orleans Cotton Exchange.

## HELP WANTED.

WANTED AT ONCE a man to run country elevator who can handle a Fairbanks gasoline engine and snap corn sheller. Salary \$50.00 a month. Address E. H. Linzee Grain Co., Hobart, Okla.

SOLICITOR WANTED. Old established St. Louis firm wants high class grain solicitor with established trade in Iowa and Ill., also one for Nebraska and Missouri. Address Sioul, Box 11, Grain Dealers Journal, Chicago, Ill.

# Wanted

Capable and experienced young man in Hay and Grain Business to travel on road soliciting Consignments and Buying. Must be first-class judge of Hay and Grain, and able to bring the business. Furnish references and state salary. Address

**H. J. GOOD & CO.**

6th and Carr Sts.

CINCINNATI, O.



**ENGINES FOR SALE.**

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

SECOND HAND or new gasoline engines for sale. Shadegg Eng. Co., 315 S. 3d St., Minneapolis, Minn.

FOR SALE—One 10 h. p. Atlas engine in A No. 1 condition. Address Paul O. Moratz, Bloomington, Ill.

OTTO GASOLINE engine must be sold at once. 15 H.P. Address C. Jergenson, 1576 No. Francisco Ave., Chicago, Ill.

30 H. P. gas engine, and 35 H. P. gasoline engine, in good running order for sale cheap. Also 45 H. P. Atlas Tubular Boiler. Address T. M. Warne, Amboy, Ind.

FOR SALE one 8 H. P. Frey Sheckler gasoline engine, thoroughly overhauled and in first class condition. Almost new. Address Ed. McLaughlin, Nevada, Ohio.

GASOLINE ENGINE at a bargain, 12 H. P. Fairbanks-Morse, good as new; latest style; need more power. Price, \$300.00. Wm. Bonslett, West McHenry, Ill.

GAS ENGINE for sale, 75 H. P. double cylinder. As good as new. New cylinders, new valves and all wearing parts made new. Price cheap, inquire of the Jay Grain Co., St. Marys, Ohio.

FOR SALE—Slightly used engines of different makes, sizes 2 to 25 h.p. Have all been put in first-class shape and will sell cheap. Address Witte Iron Works Company, 526 West 5th st., Kansas City, Mo.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

FOR SALE very cheap—1 Wheelock Automatic Engine, cylinder 20x48, diameter of shaft 8", length of shaft 7' 10". Engine right hand. With engine goes full set of oil cups, 1 cylinder lubricator (Detroit Double Connection), and 1 Receiver and Separator 5"x10"x15". Engine and fittings in good condition. Reason for selling, plant requires larger engine. Address all inquiries to Hygienic Food Co., Battle Creek, Mich.

The following list of NEW FIELD GASOLINE ENGINES bought at a forced sale and can offer them at the following reduced net cash prices:

2 3 H.P., with water and oil tanks, pipe and fitting, each.....	\$150.00
3 4 H.P., with water and oil tanks, pipe and fitting, each.....	175.00
4 7 H.P., with water and oil tanks, pipe and fitting, each.....	225.00
2 10 H.P., with water and oil tanks, pipe and fitting, each.....	300.00
2 12 H.P., with water and oil tanks, pipe and fitting, each.....	350.00
3 15 H.P., with water and oil tanks, pipe and fitting, each.....	450.00
2 12 H.P. mounted on steel trucks.	400.00

The above engines equipped with battery and dynamo. Write for catalogue.

ALLEN P. ELY & CO.,  
1110 DOUGLAS ST., OMAHA, NEB.

**ENGINES FOR SALE.**

ONE 10 H.P. LAMMERT & MANN gas engine; practically new. Gubbins, 14th and Western, Chicago, Ill.

THE BEST line of gasoline engines for sale. Kenney Machinery Co., 124-128 S. Capitol Ave., Indianapolis, Ind.

**ENGINES AND BOILERS.**

FOR SALE or will trade for larger engine. 1 20 H. P. Automatic engine and 1 20 H. P. Boiler all in good condition. Burrell, 263 LaSalle St., Chicago.

ENGINES FOR SALE, 40 H. P. Atlas, with boiler and trimmings. 4 20 H. P. Gasoline, good as new. Several 20 H. P. Center cranks. Great bargains for cash. G. W. Alcock, Chanute, Kans.

TWO BOILERS, second hand; in first class condition, with all fixtures complete; 54 inch diameter; length 16 ft.; 36 four inch flues each. At a bargain to quick purchaser. Address D. Rothschild Grain Co., 103d Street & Ft. Wayne Ry., East Side Station, Chicago.

ENGINE of St. Louis Iron & Machine Co.'s make for sale; right-hand girder frame; corliss 18x42 cylinder; 15 foot band wheel; 25 inch face, 6 7/8 bore, also shaft for same, 11 ft. 9 in. to face of coupling. Flange coupling 18 ins. diameter; also 100 feet 23 inch belt. All been in use about three years and in first class condition. Inspection invited. Also an Atlas boiler 16x72, with 78 four inch flues. Address Bernet, Craft & Kauffman Milling Co., St. Louis, Mo.

Engines, Boilers, etc.

12x36 Corliss engines, also many larger sizes.

14x14 and 13x12 Ideal automatic engines, and larger and smaller engines of this class.

8x9 Throttling Governor engine; other sizes up to 26" cylinder.

Boilers 54x14, 60x16, 66x18, 72x18; also water tube and firebox boilers.

Hugh W. Dyar,

204 Dearborn st. Chicago, Ill.

**MISCELLANEOUS FOR SALE.**

FOR SALE; 1 second hand 10 horse Lewis Gasoline engine: 1-120,000 lbs. Fairbanks Standard R. R. Track scales; also good scale timbers. Will sell very cheap. R. J. Riley, Forrest, Ills.

FOR SALE, 1 No. 2 1/2 Western roller cleaner; 1 No. 2 1/2 Western sheller; 170 feet of elevator belt 5 ply, with 7x12 in. buckets attached. Apply to Moberley & Co., Windsor, Ill.

**FOR SALE.**

1 75 H.P. Steam Engine, A-1 condition .....	\$125.00
1 80 H.P. Steam Boiler, good condition .....	75.00
1 10 H. P. Steam Engine in good running order.....	35 00
1 No. 1 Invincible Wheat Cleaner...	45.00
1 No. 1 Monitor Wheat Cleaner...	45.00
3 No. 2 Cyclone Dust Collectors, each.....	10.00
2 rack and pinion Belt Tighteners, 12 in.....	10.00
1 9x4 Double Roller Mill (smooth)	45.00

For further particulars address,  
M. J. Travis,  
Wichita, Kansas.

**MACHINES FOR SALE.**

ONE NO. 7 Bowsher feed mill, almost new, for sale cheap. Address The Haynes Milling Co., Portland, Ind.

WILLFORD 3 ROLLER FEED MILL for sale. Size No. 2. Has only ground 4,000 bus. Bowman Bros., Logan, Kan.

FOR SALE cheap, 2 Warner, portable grain car loaders, located in central N. D. on Soo. In A1 condition, new last year. Address J. Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—No. 2 Barnard's improved double screen corn cleaner, 500 to 700 bushels capacity. Thoroughly refitted, practically as good as new. Low price. Address, W. H. Caldwell, 303 and 304 Western Union Bldg., Chicago, Ill.

ONE MONARCH ATTRITION MILL at a bargain. Attrition size 12 inches. Machine is perfect; has only been used one day. Is too small for us. Will take \$125.00 f. o. b. Little Rock. Address—Brook-Rauch Mill & Elevator Co., Little Rock, Ark.

**SCALES FOR SALE.**

SCALES for elevators and mills; low-est prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U, Chicago, Ill.

**MISCELLANEOUS FOR SALE.****GRAIN TESTERS.**

Two quart testers, one quart testers, one pint testers, the best are cheapest, we have the best, write us for prices. A. S. Garman & Sons, Akron, O.

FIRE PROTECTION is insured if you have a "Perfection" Fire Extinguisher; inexpensive, safe and reliable. Only one make. Edw. E. McMorran & Co., 15 N. Clinton St., Chicago.

BOILER COMPOUND—Keeps boilers clean; removes scales; insures longevity. All elevators need it. Write for prices. Davey & Co. Grand Av. & Rockwell St., Chicago.

ONE 1,000 bushel hopper scale. One 18-inch Robinson Attrition mill. One corn and cob crusher, also large amount of elevator and mill material of all sorts, for sale. All in good condition. Price right. Address Honeoye Falls Mfg. Co., Honeoye Falls, N. Y.

**FOR SALE.**

1—15 H. P. Dynamo.
1—22 H. P. Gasoline Engine.
1—30 H. P. Steam Engine.
1—50 H. P. Steam Engine.
1—50 H. P. Automatic Engine.
1—Steam Plant Complete.
1—No. 2 1/2 Corn Sheller.

—Rinehart Smith, Sidney, Ohio.



## GRAIN WANTED.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

BUCKWHEAT WANTED—We are in the market for any quantity of good, dry, clean, sound buckwheat. Car lots or less. Stockbridge Elevator Co., Jackson, Mich.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

BUCKWHEAT GRAIN wanted. We want to buy 20,000 bushels of buckwheat grain, in car lots or less, and we also pay the highest cash price. Address Yoskin Bros., 315 South Phillip St., Philadelphia, Pa.

WE WANT CARS or mixed cars No. 2 grades Kaffir corn, Milo maize, Jerusalem corn, Hungarian, Millets, Wheat, Screenings, Canes, Buckwheat, Oats, etc. Mail samples, quote f. o. b. here. H. W. Buckbee, Rockford, Ill.

## FERRETS FOR SALE.

FERRETS, fine working stock, prices low. C. & L. Phelps, Dept. Y, Nova, O.

FERRETS FOR SALE. Perfect workers. 48-page book that tells about these animals that exterminate rats sent for 6 cents. Circular price list free. Samuel Farnsworth, Middletown, Ohio.

## SEEDS FOR SALE.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

SEEDS. We buy and sell CLOVER, TIMOTHY, RED TOP, MILLETS, POP CORN, KAFFIR CORN, CHICKEN FEED GRAIN, Etc. WRITE US. DO IT NOW. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO.

## CLOVER SEED

We can sell you either Medium, Mammoth or Alsike—only Home Grown Seeds.

Our Prices are Right, so is the Quality. Ask for SAMPLES—Don't Forget It.

**O. GANDY & CO.**  
SOUTH WHITLEY, IND.

## HAY WANTED.

NO. 1 TIMOTHY and No. 1 Clover mixed hay wanted. Blake & Farrar, Baltimore, Md.

WANTED A few cars of No. 1 Prairie Hay, Indiana preferred. Quote delivered prices. Model Milling Co., Celina, O.

W. P. BROWN & CO., MEMPHIS, TENN. In the market for all grades of hay—for prompt or deferred shipment. Track or delivered.

50 CARS Timothy wanted. Need only a good feeding hay. Not subject to Pittsburgh inspection. For particulars write to Sam'l Walton, Pittsburgh, Pa.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

## SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

WANTED—One car each, white Kafir corn and Early Fortune millet. Ogemaw Grain & Seed Co., West Branch, Michigan.

CLOVERS AND TIMOTHY seed wanted. Mail samples and quote C. L. & L. C. L. f. o. b. here. H. W. Buckbee, Rockford, Ill.

SEEDS WANTED: clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second Str., Louisville, Ky.

**CLOVER** We want your Medium, Mammoth and Alsike Clover—also Buckwheat and other Field Seeds. Send samples. State amount and price. We will wire acceptance.  
**THE ADAMS SEED CO.,**  
Successors to N. H. ADAMS & SON, DECORAH, IOWA

## POPCORN WANTED.

POP CORN WANTED. Correspond with us. Bradshaw Co., 72 Park Place, New York, N. Y.

## GRAIN FOR SALE.

MIXED CARS a specialty—flour, feed, rye, oats & corn. Send along your orders. Goshen Milling Co., Goshen, Ind.

KAFFIRCORN AND chicken feed wheat for sale. Get our prices. Address The A. R. Clark Grain Co., Wichita, Kans.

## BRAN WANTED.

BRAN WANTED; shorts, flour middlings; also hay and potatoes. Address Union Mill Co., Springfield, Ill.

## Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.


In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

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## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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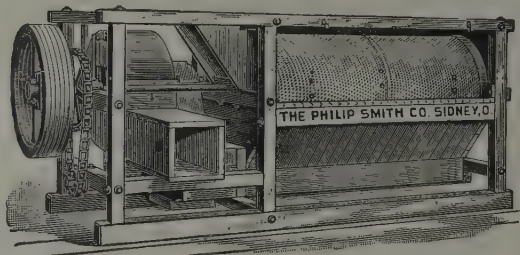
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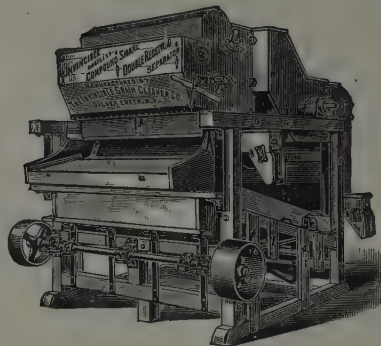


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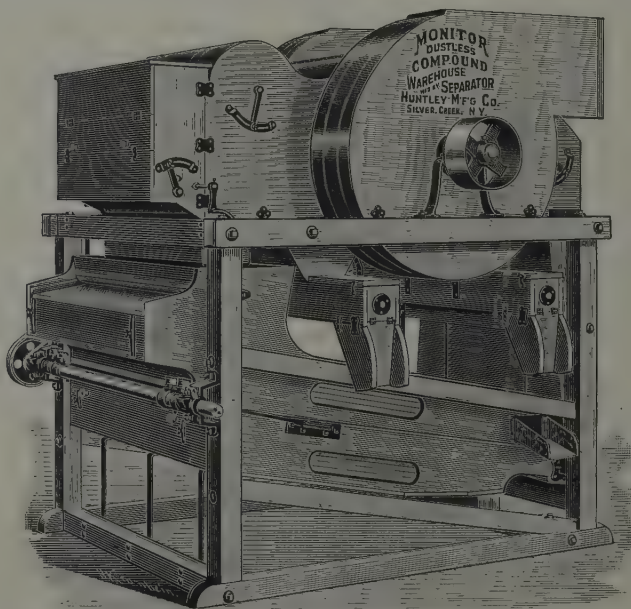
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## GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

### Grain Dealers Company

255 La Salle Street, Chicago, Ill.

**CHARLES S. CLARK,**  
Manager.

#### Subscription Rates

To United States, Canada, and Mexico One Year \$1.50; Six Months 75 cents.

To Foreign Countries within the Postal Union, postage prepaid, \$2.00 per year.

A Red Wrapper on your Journal means your subscription has expired.

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value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

#### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as Second-Class Matter.

**CHICAGO, ILL., NOVEMBER 25, 1906.**

CINCINNATI is after the next annual meeting of the Grain Dealers, National Ass'n.

THE UNIFORM GRADE Congress will convene in Chicago, Tuesday, December 11th.

SHIPPERS shud not sign Bs. of L. Have the station agent do that in ink as a receipt for the grain and a guarantee of the rate.

GRAIN DEALERS attending the International Live Stock Exposition in this city next week are invited to make this office their headquarters.

BUCKET-SHOP having headquarters at Omaha wearied of paying losses so closed up. Its whilom patrons may weep long and pleadingly for "profits earned," but they will not be able to collect them.

COUNTRY ELEVATOR men who burden their minds with business transactions, which should be entered in well arranged books immediately transaction is consummated, place an unnecessary strain upon their energies and needlessly force losses upon their business.

COUNTRY grain shippers who are forced to suspend buying because of their inability to get cars can not expect to improve the situation by keeping still about it. Your state railroad commission or the freight traffic officials of your road may be able and willing to help you.

WHEN considering roofs one that does not require paint should get first consideration for the simple reason that an elevator roof in most cases is difficult to paint. Rust soon eats thru some metals if not painted occasionally and provides catch holes for sparks from passing locomotives.

DO NOT LOAD your cars in excess of the weight specified in B/L as this is made a crime by the amended Interstate Commerce law and a very heavy fine is provided. Shippers who have not reliable shipping scales are likely to get into trouble should it be proved that they had sought to profit through under-billing.

INASMUCH as the grain man spends most of his waking hours in his office, it would seem that he is clearly entitled to bright, clean and well arranged quarters. Such will surely promote his own comfort and convenience, and make his place of business far more attractive to those who have business to conduct with him.

IN SOME MARKETS carriers are cleaning and preparing their cars for grain without charge and even without request on the part of shippers. We doubt that they do so as the result of having recognized their moral duty to the shippers. It seems rather that competition has forced them to place their cars in prime condition for receiving the shipper's grain.

WISE shippers are selling grain for this year's delivery only on the condition that contract be subject to their ability to get cars. Often in the past shippers who have sold grain f. o. b. their track have been assessed a heavy penalty because they cud not obtain cars for loading. If you must sell grain in round lots for early loading make it conditional that cars be provided.

WEEVIL continue to take advantage of the pleasant weather by raiding the elevator man's bins. Those who have neglected to move the contents of a bin for a week or two have been amazed to find weevil where they were confident none could be found. It behooves you, Mr. Elevator Man, to keep a vigilant watch for these pesky pests lest they consume all of your profit and some of your working capital.

GRANTING free storage to farmers or renting store room for a pittance these days of scarcity of cars is a very costly practice, yet some country eltr. men persist in defiance of their own good judgment and the advice of their brother dealers in going one step farther. They accept grain for free storage to be bot at ruling market price any day farmer wishes to sell, in other words they give farmers puts without limit and without cost.

CHEAP scales may be all right as an aid to farmers guessing on weight of grain taken to market, but no grain buyer can afford to have his honesty placed in doubt by the use of a cheap trap which looks like a scale. Buy the best, have them properly installed and frequently inspected. The "scales" being sold by some of the large mail order houses are not worth the freight, which explains how the makers can afford to prepay the freight.

LOADING CARS in excess of marked capacity will generally result in a penalty being assessed by initial carrier; and occasionally those who greatly overload a car not only place their own and the property of the railroad in jeopardy, but also the lives of trainmen. Grain in such cars cannot be inspected upon arrival at terminals and must be sold by door sample subject to re-inspection and re-sampling upon arrival at elevator whenever the railroads can deliver it there.

WRITTEN contracts for the future delivery of grain by farmers make clear the intentions of buyer and seller and insures buyer getting grain bot or the recovery of loss suffered by its non-delivery. If sellers object to written contracts give check for small amount as earnest money and specify on its face that it is "first payment on — bus. of No. — corn which seller agrees to deliver in — days." When seller endorses check to get cash he also agrees to the statement.

COUNTRY buyers in some districts have discovered to their expense and sorrow that they have not been taking enough pounds of ear corn to make a bushel of shelled corn. Shelling tests of new corn have given results so greatly at variance as to be bewildering. The only safe plan to pursue is for each buyer to conduct tests on his own account, of corn from different sections of his territory, and thereby arrive at what is a safe basis upon which to buy new ear corn.

THE FILTHY CONDITION of some grain cars unloaded at terminals proves beyond doubt that grain was not loaded by any one interested in the grain or the welfare of the owner. When the relations between owner and man in charge of loading are so strained that the loader cannot perform what is clearly his duty, then it is time the elevator proprietor disposed of his services and employed some one to guard his interests. It is not possible to believe that any owner of grain would throw it into a car whose floor was covered with manure, coal and other refuse, yet this is done. To insure your interests being guarded, exercise a little vigilance. Make sure that cars are cleaned thoroly and carefully coopered. It will prove a very profitable investment of time and labor, even tho you find it necessary to do the work yourself.

CORN SHREDDERS are not capturing so many victims this year as heretofore, but occasionally we receive report of machine operator being drawn into shredder and maimed. The shredder is such a very dangerous machine it would seem they were not suited to any one's use and by all means should be barred from grain elevators.

SHIPPERS WHO strive earnestly to grade grain when buying as they know it will be graded when they ship it to a central market, have the fewest complaints to enter against varying inspection. If every shipper would make it an inviolate practice to keep an average sample of each shipment in a glass bottle or jar, hermetically sealed, he could, by marking it with the grade he considered it, and the grade it received, soon school himself to grade all grain purchased more nearly correct. Accepting all grain at the same grade invariably results in serious losses. This applies with special force to this year's corn crop, which, in many districts, is badly spotted.

ELEVATORS should be placed back far enough from track to insure their not interfering with the largest, widest car now made, as any damage to house by railroad companies' switching cars against elevator will, of necessity, be borne by elevator owner, unless, of course, he happens to be so fortunate as to have house standing on his own ground. As is noticed in our Michigan news column this number, a large hole was torn in side of house full length of elevator by an unusually wide coal car which was thrown onto switch. The unwillingness of carriers to make good damage of this character, caused by their operators, is truly amazing, as was learned by an Iowa elevator owner whose plant was knocked clear off its foundation last year by freight train running off track.

ALL COUNTRY shippers cannot afford to buy grain on the same margin of profit, because many have heavier expenses and it costs them more to put a bushel of grain in condition for marketing and to get it into cars. The margin of profit must be gauged by the cost of handling and amount of grain elevator operator is likely to receive during the crop year. The farmers and local merchants expect every grain handler to receive a fair compensation for his year's services and a fair interest on his investment after allowing a reasonable amount for depreciation, but not one of these will quarrel with the elevator man because he neglects to take a reasonable margin. He must look out for his own interests or he will find it necessary to engage in some other line of business before many seasons have passed.

THE PEOPLE of Illinois having voted at the recent election to dispose of the Illinois and Michigan canal, that ancient waterway will no longer be a factor in the matter of freight rates, and the state, instead of contributing one or two hundred thousand dollars yearly in maintenance of this so-called rate regulator, will seek to regulate rates through its Railroad and Warehouse Commission. It is estimated that the state can sell the canal right of way for almost as much as it has cost, i. e. \$11,000,000. This is quite different from the practice in Pennsylvania where the canals have been given to railways for right of way.

FULL ELEVATORS in many sections of the country are making it necessary for farmers to haul grain back home because elevator men are not so wild as formerly and refuse longer to pile grain on the ground. The prospect of obtaining cars is so uncertain that the grain might be kept on the ground all season. Since our last number, a few more overloaded elevators have collapsed and spilled their contents over the surrounding landscape, but fortunately no lives have as yet been lost. So the barn builder and rail carrier, both of whom have failed to perform their plain duty, have no murders credited to their dereliction.

MANY COUNTRY buyers are interesting their farmer patrons in the cause of better corn by conducting prize corn contests and thereby educating the farmer to judge of the real quality of corn, as well as interesting him in its improvement. Country elevator men also might find it greatly to their profit and advantage to install a corn sorter which will sort corn according to length as well as thickness of kernels. Corn so sorted can be dropped by planter with more uniformity and a nearer approach made to a uniform stand, to the profit of the planter and the advantage of the elevator man, who puts in the screens for the sorting.

REPORTS FROM our readers indicate that electric power is not gaining in popularity with country elevator men. Those who secure direct current get along very well but several who have installed motors and taken current from intramural or local street car lines have been put to much inconvenience and have not been able to obtain steady power. One dealer, who installed a volt meter to determine accurately what he was getting for his money, was amazed to see it register as high as 700 and as low as 200 in a very short time. Such marked variation is not conducive to the smooth operation of the elevator. It seems that the arrival of the trolley car deprives the elevator of most of its current. Until this difficulty has been overcome, the use of electric motors in grain elevators is not likely to be extended very rapidly.

RECEIVERS in market blessed with a public grain drier can quickly bring drying into disrepute with country shippers by drying the life out of grain and shrinking it so much as to force a heavy loss upon the shipper. When grain is properly dried the loss in weight will be more than offset by the gain in quality. Ohio shippers continue to complain of such losses on both wheat and corn. There is no excuse for such crude work and no explanation other than the mixers want the grain which is off-grade for their own use and hope to discourage its improvement. Shippers who desire their grain dried can avoid heavy losses by placing a limit on the moisture to be removed. Under no circumstances should the moisture in commercial corn be reduced below 15%. For shipment to tropical climes or the manufacture of meal it may be desirable, but not otherwise.

LIGHTNING RODS as a protection of buildings from lightning are receiving more careful attention from insurance companies, and especially mutual insurance companies than ever before. Many are compiling statistics regarding the causes of fires and striving thereby to compile reliable data regarding fires due to lightning. One large stock fire insurance company which gives much attention to insuring barns, has in several instances granted a lower rate on account of "complete protection of property by rods." This company's statistics compiled during the last year seem to indicate that iron covered buildings are much less likely to be struck by lightning than wood buildings not so covered. Should any of our readers have positive knowledge of damage by lightning having been done to an elevator well protected by rods or covered with iron we would be pleased to know of it.

CITY SCALES do not always weigh correctly, hence country buyers who are required to accept city weights, can oftentimes weigh each load as a check against the public scales with profit to themselves and the delight of farmer patrons. It is not often city scales are too quick, but in one case which recently came to light the elevator man, who depended absolutely upon the city scales' weights, cleaned out his house and found that he had paid for 600 bushels more grain than he had received payment for, hence the natural inference was that the city scales were weighing against him, altho, not having shipping scales, he was not able to prove it. This shipper was unusually fortunate because the city council readily compromised the matter by paying him for 300 bus. and overhauled its scales. Don't take everything for granted. Put the city scales to a test occasionally and make sure that you are getting what you pay for.



TYPE SAMPLES of barley adopted by the Wisconsin Grain Dealers' Ass'n on the last crop being fewer in number and the differences more marked, enable country buyers to use them more advantageously. Careful and uniform grading of barley is most difficult and, to many buyers, absolutely impossible. With the grading of country buyers at wide variance, it has been an easy matter to convince knowing farmers that a hot fight was on. Few shippers can get more for specified grade of barley than another, hence, it is extreme folly for any to pay more than is warranted by the prices ruling in the central market.

## GRAIN BINS AS A DEATH TRAP.

In nearly every number for the last year we have published accounts of boys and elevator employes being suffocated in grain bins. In the Ohio news column, this number, are two other accidents of this character, one of which proved fatal. So very many lives have been sacrificed in grain bins that it seems high time something were being done voluntarily by elevator owners to prevent boys and workmen being sucked into the funnel of the emptying grain bins.

Either the tops should be boarded over completely or a knotted rope be suspended from above bin so that a person in centre of bin could readily reach it and extricate his body from the sucking grain or at least keep from being sucked under. The dangers of the grain bin seem to be far greater than the machinery found in grain elevators and those who descend into a bin without some sure means of getting out take great chances.

## UNIFORM RULES AND GRADES NEEDED.

Senator McCumber from North Dakota, who for several years past has been suffering with a severe and intense mania for government inspection of grain, has already arrived in Washington and renewed his agitation for federal inspection. It is greatly to be regretted that there should be any excuse whatever for this agitation. The multiplicity of rules governing the grading of grain and the variety of grading under the rules of each market have made possible so many differences and disputes that the wonder is the trade itself has not rebelled against the old time system of grading long since.

The meeting called by the Grain Dealers National Ass'n., for Chicago, December 11th, is timely and the trade at large will indeed watch earnestly for results which shall lead to the early adoption of uniform rules and grading by a system which leaves no room to doubt its being correct.

The North Dakota senator is prompted in his work more by his antagonism to Minnesota inspection than he is by an honest desire to help the grain trade of the country or the farmers of North Da-

kota. He has ridden the federal inspection hobby so long that to deprive him of it would force him to wander aimlessly about the national capitol without anything to do.

The members of the grain trade alone are interested in uniform inspection, they alone are affected and they are perfectly competent to solve the problem which confronts them much more expeditiously and equitably than any political henchmen could ever be expected to do. It behooves the trade to take up the work in earnest and arrive at an early solution in order to forestall congressional action.

## THE FREIGHT CONGESTION.

While the great railroad captains Hill and Harriman quibble over the cause of the freight congestion now afflicting the entire country and especially the members of the grain trade, the sufferers are investigating on their own account in hope of determining the true cause. From Kansas to the Canadian boundary grain elevators are full to overflowing, yet many shippers complain they are unable to obtain any cars.

The railroads of the Northwest hauled nearly 20,000 cars of grain fewer, into Minneapolis and Duluth from Sept. 1 to Nov. 20 than they did during the same period one year ago. Do the railroads propose to keep grain at country points until lake navigation is closed to insure its being taken to the seaboard all rail, or do they really find employment for their cars in the movement of higher class freight?

Mr. Hill at the Minneapolis hearing of the Interstate Commerce Commission gave his auditors the impression that he was striving earnestly to divert attention from the real cause of the shippers' grief by pointing to a wolf on the other side of the road. Minneapolis could easily accommodate 35,000,000 bus. more of grain than it now has in store, but while such a surplus was being accumulated, it would grind or ship as much more.

Nowhere does the expansion of transportation facilities seem to have kept anywhere near the rapid increase in the country's business. The lines terminating at Atlantic seaports are especially backward in making improvements needed to handle the grain business. Baltimore dealers have fought long and earnestly to induce the railroads even to consider the provision of the elevator facilities needed by the city's trade and the grain dealers of Philadelphia are having the same discouraging experience. The Burlington railroad elevators at Chicago and St. Louis have been burned, so its cars are delayed by being transferred to elevators on other lines, but in both markets, as in Minneapolis and Duluth, much elevator room is idle, so lack of elevator facilities is not entirely to blame.

Some railroads need more tracks, some more cars, and still others more motive

power, while all of them need to reduce the average train tonnage so the freight locomotives can travel more than an average of 15.95 miles per day. So many egregious blunders in the operation of grain carrying roads are daily pointed out by sufferers, it seems impossible that freight traffic managers are making an honest effort to give the shipping public the service needed. The congestion is daily becoming more and more intense and giving ominous warning of a forced suspension of transportation upon arrival of the first real cold spell.

The railroads have been trifling with the need of the business of the country entirely too long and the time is at hand when they should bear a share of the loss forced upon the shipping public. A stringent federal reciprocal demurrage law, penalizing carriers which fail to furnish cars or to move freight an average of 50 miles a day would surely bring the needed relief if enforced, and bring it quick.

## STRONGER CARS AND GRAIN DOORS NEEDED TO REDUCE LOSSES.

The number of losses due to pilfering from cars in transit and at terminal points must be far greater than is generally supposed. During 1905 six percent of the 167,861 cars of grain weighed at Minneapolis were received in leaky condition and more than half of these leaking cars had defective grain doors. So many doors are destroyed after their initial trip, carriers seem to hesitate to make them of anything but the cheapest cull stock. This may be economy for the carrier, but surely it is exceedingly expensive for the shipper.

If shippers all had reliable weighing facilities which could be depended upon to determine accurately weight of all grain placed in cars, then they would be in a position to demand clean bills of lading and to prove even the slightest loss between points of loading and unloading. If the carriers were compelled to make good every loss, they would see to it that the best doors obtainable were provided in every case. As it is their loss of freight on grain which leaks out of cars frequently amounts to more than enough to provide oak coverings for every opening.

The use of air-brakes on freight trains and the overloading of the enormous cars which have been increased in size without a proportional increase in strength, also contribute to the straining of doors and weak joints to the loss of the shipper and the carrier.

Some shippers who have reliable weighing facilities are now able to collect their losses in many cases through the use of private car seals which enable them to prove that doors were opened or car tampered with. The losses of each year due to leakage in transit oftentimes make the balance on the wrong side of the ledger, and surely merit more careful watching.

## Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the journal so your convictions will be given wide circulation and have great influence. Write it now.]

### ONE REASON FOR NOT REDUCING COMMISSION.

*Grain Dealers Journal:* While visiting in Chicago recently, I inquired of one of the leading commission merchants why he did not reduce his commissions to  $\frac{1}{8}$  on options. His reply was, "As some traders fail to margin their deals, thus causing me a loss, I am of necessity forced to make money out of those who do pay their losses in order to even up."

It seems to me that a rule ought be passed, requiring every commission house to demand sufficient margins to protect all trades. By doing this, those who did pay would not have to stand the losses of those who did not, and I think there would then be no objections to reducing the commissions to  $\frac{1}{8}$  as formerly.

The above reasoning is parallel to that of the threshing machine manufacturers who sell a farmer an outfit for about \$600 more than it is really worth, arguing that as some farmers are poor pay, it is necessary for them to "square up" off the party who does. Yours truly, Edwin Beggs, Ashland, Ill.

### 108 DRAFTS AND A SHORTAGE.

*Grain Dealers Journal:* Herewith we give you a statement of the facts as nearly as we can give them in writing and make it plain without doing the market complained of any injustice. We know there are a number of markets where the practice of weighing grain in bags works against the interest of country shippers. All such should protest until this practice is stopped. Market centers especially where we are supposed to get reliable weights, should cease this practice. We suffered a heavy loss on car of oats N. Y. C. & H. R. R., car No. 96,709 shipped to Cincinnati.

The car was loaded on August 17th being weighed in five drafts as follows: 9,050; 11,100; 10,640; 10,720; 10,170; total, 51,680 lbs.

This grain was weighed in hopper scales that seldom vary to exceed 200 lbs. from the outturn weights in public markets.

Car was weighed in Cincinnati on August 30th and returns made promptly by consignee with Chamber of Commerce "original" weighing certificate attached giving the weights as 50,980 lbs.

On September 17th we received account sales from the consignee for this same car giving the weights as 49,980 lbs., account sale being marked "corrected." There was no weight certificate attached.

We refused to accept of this account sale and returned it to the consignee who immediately returned us the account sale and attached to same an "original" certificate issued by the Cincinnati Chamber of Commerce showing the weights to be 49,980 lbs. We again objected to consignee against accepting this corrected account sale and called his attention to the supposed "original" as sent us which gave the weights as 50,980 lbs.

The correspondence following developed the fact that this car had been bagged as unloaded and weighed in drafts of two to five bags each making a total of 108 drafts and the weighing department claimed that the deputy had made an error of 1,000 lbs. in addition when the first original certificate was issued and this error was not discovered until some ten days or two weeks later.

As the grain had been sold subject to Cincinnati weights, we were compelled to stand the shortage, but we contend that our weights of the car in five drafts were certainly more accurate than the Chamber of Commerce weights in 108 or more drafts.

We do not question the honesty of the deputy weigher, but we do claim that he could very easily have overlooked to make record of three or four of his drafts and we think that weighing in this manner should be protested against by the grain dealers in general.—Indiana Shipper.

### WASTE DUE TO IMPROPER REGULATION OF MACHINES.

*Grain Dealers Journal:* In my estimation there are a number of foremen in charge of cleaning and clipping elevators who are as impracticable as it is possible for them to be. It has always been so, and the wonder is that more operators of clipping houses do not go to the wall.

The principal source of trouble so far as I am able to discern, is that they know absolutely nothing regarding the proper use of air currents and strive to regulate their fan by opening valves beyond the grain. In my estimation air can be given fan, with good results, between the fan and the grain, and by so doing the air trunk beyond the fan can be kept clear of dust and grain without increasing speed of fan or the supply of air back of grain which often results in grain being lifted off the sieves and sent to the dust collector.

My theory may be wrong, but ten years experience on the working floor convinces me that it is by far the more economical and I am able to obtain results generally desired by the superintendent. It is admitted that the fortune of ex-weighmaster Walker, of Chicago, was blown into the furnace. Proper regulation of air currents would have saved his money and turned his elevator into a profitable investment.

I remember once being in the old Galena elevator when the machine tender, contrary to the wishes and instructions of the foreman, had shut down the clipper on which they were striving to make 40-lb. oats. The foreman rushed up hysterically waving his arms, with the demand,

"Why in thunder have you shut down that machine? We need 20,000 bushels and must have them quick."

The machine tender told him that he was really ashamed to give any more air to the fan as the machine was already sending more grain to the furnace than the proprietor's profits could possibly amount to.

The foreman said, "I can't help that. We've got to have the oats. The superintendent has ordered them to be made and we must turn them out. Give the machine more air and start her going."

The machine tender did as instructed. A visit to the boiler room showed that at least a bushel of grain was going into the furnace every three or four minutes.

We know that not many firms suffer long from such wasteful methods because they cannot stand the drain on their cash box, but my own experience around the

cleaning houses of Chicago convinces me that there is a marked lack of intelligent direction to the workers who have to operate the machines. Yours truly, Frank Moore.

### CORN AFFLICTED WITH DRY ROT AND BLUE EYES.

*Grain Dealers Journal:* During my recent trip thru the west I found very little dry rot in Ohio altho the corn in that state does not seem to be as dry as it is farther west. One reason for this is the fact that Ohio and eastern Indiana farmers are still growing corn with a very large cob and it does not dry out so quickly as that grown in western Indiana and Illinois which has a much smaller cob. As an illustration of this I found that while there are from fourteen to sixteen pounds of cob in 70 pounds of ear corn in Ohio, the Illinois corn contains only from eleven to fourteen pounds of cob per 70 pounds of ears. As further evidence of this it might be stated that farmers in eastern Indiana and Ohio deliver nearly all their corn in the ear while farther west it is practically all delivered shelled.

Soon after reaching the Indiana line I found the corn contained from 2 to 5% of dry rot and by the time I had reached the Illinois line it was running from 8 to 10% and in addition to this there was quite a percentage of ears which when broken open showed mould and blue eyes altho apparently perfect on the outside. This high percentage of dry rot and blue eye ears continues as far west as Peoria and in most of this territory the yield is from 5 to 10 bushels per acre below last year. The dealers as a rule thruout the territory covered by L. E. & W. and Big Four railroads are not inclined to take many chances on piling up new corn. A large majority of them are only taking it in as they get cars, which means they are not taking it very freely.

In some instances I found dealers were not requiring the farmers to sort their corn for fear they would take it to some one else, but in most cases they were insisting on the rotten being picked out or taking it at a liberal discount. It always pays to clean new corn thoroly, and it will be doubly necessary this year owing to the large amount of rotten grains, not only for the purpose of improving the quality but it will be less liable to get out of condition. A. T. Ward, Buffalo, N. Y.

### NEW ORLEANS BOARD OF TRADE WILL WEIGH AT I. C. ELEVATORS.

*Grain Dealers Journal:* There will be no weighing fee charged against shippers for service of Board of Trade weighmen at Illinois Central elevators for the present, tho what may ultimately be done, I cannot say.

The reason the Board of Trade does not take charge of the weighing at the other elevators as well as the Illinois Central elevators, is that only the I. C. R. R. made arrangements with the Board of Trade to do the weighing, and the whole matter is a business arrangement between the I. C. R. R. and the Board of Trade.

The other roads, controlling elevators, have been advised as to the arrangement between the I. C. R. R. and the Board of Trade, but so far have not expressed a willingness to enter into the same arrangement, unless the Board of Trade is asked by the other terminals to handle the weighing, it is not likely that



any change will be made. My opinion is that ultimately the other roads will do the same as the I. C. R. R., namely, have the Board of Trade do the weighing at all their elevators.

The only official certificates that hereafter will go out of New Orleans will be those issued by the New Orleans Board of Trade. The new system was started on November 16th, and the probabilities are that it will prove very satisfactory to all concerned.

The underlying motive in making this arrangement between the I. C. R. R. and the Board of Trade is to give the shippers into New Orleans and the foreign buyers, the very best service obtainable, and a service that shall inspire confidence. We know that it will meet with general satisfaction of the trade.

The weighing department will be in charge of Mr. W. L. Richeson, the chief grain inspector of this port, who will, for the time being, be the chief weighmaster. Possibly this arrangement will become permanent, as there are ever so many reasons why the weighing and inspection of grain at public elevators should be controlled by the same head. With the department in the hands of Mr. Richeson, we believe it is a guarantee to all, who know this gentleman, that the department will be honestly and capably administered. Yours truly—A. F. Leonhardt, New Orleans, La.

## GRAIN SHUD BE INSPECTED UPON ARRIVAL.

*Grain Dealers Journal:* We have discovered that at certain small terminal markets GRAIN IS NOT ALWAYS INSPECTED ON ARRIVAL, and in fact not inspected until the cars are placed at the terminal elevator for unloading. In case of congestion, which often occurs at such markets, the yards and elevators both being crowded with grain, it frequently occurs that the elevator operator gives special orders for certain cars to be placed for unloading regardless of the order in which they arrived, which results in delay.

In case of grain that is liable to get out of condition while standing on track, under such circumstances the loss of deterioration in quality falls on the shipper, while if inspected immediately on arrival the loss would fall on the buyer.

I would suggest that shippers having suffered discount in price by such terminal buyers investigate and determine whether grain was INSPECTED IMMEDIATELY ON ARRIVAL OR NOT, as possibly such damage occurred while standing in the terminal yards.

We find that such delays are not always chargeable to the railroad company, but rather to the terminal elevator company.

The shipper certainly has the right to demand inspection on arrival. Respectfully, Geo. A. Wells, Secy., Des Moines, Iowa.

Warnings to shippers not to start shipping until new corn is reasonably dry have been sent out on a large card by Bert A. Boyd, of Indianapolis. Mr. Boyd also cautions shippers against corn that is rotten.

Buy corn on every little recession. It is my opinion we are not going to see anything that can be called a decline in price. Oats seem worn out. Corn is in the bloom of youth; take corn while it is enthusiastic in its ability to do all that is required of it.—E. W. Wagner.

## Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

### CALCIUM DOES NOT INJURE ENGINE.

*Grain Dealers Journal:* I see in the Journal of Nov. 10 a letter in regard to mixing of calcium chloride with the water used in the water tank of gasoline engines, to prevent freezing.

I would like to know if this preparation is injurious to the engine, and about how much of it would it take to keep a tank of 700 gallons from freezing.

—J. T. Darnielle, Piasa, Ill.

*Ans.:* Calcium chloride does not rust or corrode the engine or tank, nor form any sediment in the water jacket around the cylinder. Dissolving 2,800 lbs. calcium chloride in 700 gals. of water will prevent freezing down to 17 degrees below zero Fahr.; dissolving 4½ pounds to the gallon will make the water safe against freezing down to 27 degrees below zero.

### Experience with Delayed Shipments Wanted.

The Demurrage Comite of the Grain Dealers National Ass'n in hope of learning the experiences and opinions of the members of the Ass'n on this momentous question have sent an enquiry to members from which we take the following:

Realizing that we must be able to present to the railroad officials facts which they cannot contradict, it is the purpose of this committee to collect all possible information before it is called together. For the purpose of securing specific cases, in which alleged improper demurrage charges, or alleged rules or regulations made respecting demurrage have been published, also suggestions with respect to desired changes in rules, regulations and charges, we have prepared the following list of interrogatories. Kindly be as specific as possible in preparing your answers, giving the incident as fully as possible, as well as correct movement, day, date, etc.:

What car service have you paid during the past two years?

Was the delay caused by you, or was it the fault of the railroad company?

How much free time were you given, in which to load and unload cars?

What demurrage rule is being enforced at your station that you think is unjust and unreasonable?

When cars are ordered for loading do you receive them promptly?

Are cars taken from your side track promptly when loaded?

Do your cars arrive at their destination in a reasonable length of time after having left your stations?

Do you favor reciprocal demurrage?

Do railroad agents fail to file your order for cars?

Do you file your orders for cars in writing?

Have you suffered any losses during the past two years on account of the rail-

way's delay in the shipment of your grain?

What suggestion or advice can you give this committee that you think would assist it in securing better and prompter railway service?

### From the Sample Table.

"Graynes, did you ever get even with the crowd that engineered that wheat deal when you got so badly left?"

"O, yes; I caught up with them at the next corner."

A young Michigan doctor has made the discovery that the ankle is placed between the foot and the knee in order to keep the calf away from the corn.

Joseph had succeeded in cornering all the wheat.

"We will call it," he said, "merely a little game of Pharaoh."

Which was considered fairly clever, even in the days of old Rameses.

Officer—"What's the trouble there, Sias?"

Farmer—"I heerd tell that the corn crop was reported a failure on La Salle street and I was wonderin' how the danged idiots 'd expect any sort of a crop out of this yere as-phalt-um."

Laird—"Well, Sandy, you are getting bent. Why don't you stand straight up iike me, man?"

Sandy—"Eh, man, do ye see that field o' corn over there?"

Laird—"I do."

Sandy—"Weel, ye'll notice that the full heads hang down an' the empty ones stand up."

Two farmers once called upon Old Hutch, the whilom king of the wheat pit, when he was visiting friends in the country, and asked him to decide a dispute. One of them had sold the other five bushels of wheat and proposed to measure it in a half-bushel basket and sweep off the top with a board. The other objected, but was willing to abide by "Uncle Daniel's" decision as to whether the measure could be swept off.

"I think it can," he declared.

"With what?"

"Well, I should probably use the half-head of a flour barrel."

"Which edge of it?"

"Uncle Daniel" smiled. "If I were selling to a widow or a minister," he answered, "I would sweep the measure with the straight edge. But if I were selling to a man who pastured his cows in the road and his pigs in his neighbors' corn I'm afraid I would use the round edge and scoop a little to boot."

### Imports and Exports of Hay.

Imports of hay for the 9 months prior to Sept. 1 have been 56,951 tons; against 26,645 tons for the corresponding months of 1905.

Exports of hay for the 9 months prior to Oct. 1 have been 51,437 tons, compared with 51,929 tons for the corresponding period of 1905, as reported by O. P. Austin, chief of the Bureau of Statistics.

Labeling of bleached flour, it is said, will soon be demanded by the food commissioner of North Dakota, but no action has been taken toward requiring the labeling of bleached oats and barley.

## American Grading Unsatisfactory

The London Corn Trade Ass'n on Nov. 2 sent out the following invitation: "In consequence of the numerous and grave complaints of the very unsatisfactory nature of American Certificates, the Corn Trade Ass'ns of Liverpool and London have called a conference to consider what improvements are advisable in the present methods of working American business; to which conference delegates from all interested parts of Europe are invited to attend."

The conference was held Nov. 8 in the offices of the London Corn Trade Ass'n, R. A. Patterson presiding, and the following exchanges represented: London Corn Trade Ass'n; Liverpool Corn Trade Ass'n; British & Irish Millers Ass'n; Hull Corn Trade Ass'n; Bristol Channel & West of England Corn Trade Ass'n; Leith Corn Trade Ass'n; Glasgow Corn Trade Ass'n; Belfast Merchants; Sligo Merchants; Dublin Merchants; Cork Merchants; Irish Millers Ass'n; Chambre Syndicale des Grains, Graines & Farines, Paris; Ass'n Syndicale et de Conciliation des Grains et Graines de la Region de Nord, Lille; Chambre Syndicale et de Conciliation des Grains et Graines, Dunkerque; Chambre de Commerce due Havre; Chambre de Commerce, Antwerp; Chambre Arbitrale, Antwerp; Association del Commercio dei Cereali e Semi, Genoa; Verein der Getreidehandler der Hamburger Borse; Hamburg Merchants & Millers Ass'n; Borsenvorstand der Borse zu Koln; Verein Rheinisch-Westfalischer Getreide-Importeure, Duisburg; Commissie voor den Graanhandel, Amsterdam; Commitee van Graanhandelaren te Rotterdam; Nederlandsche Vereeniging van Meelfabriekanten, Rijswijk; Foreningen af Korn & Foderstof Handlers paa Kjobenhavns Bors; Foreningen af Korn-og Foderstof-Importorer i Jylland og Fyn Aarhus; Mannheimer Produkten Boerse, Mannheim.

In opening the conference Mr. Patterson, who is pres. of the London Corn Trade Ass'n, said: I have for many years been engaged in the grain trade here and in America, and I believe that the great majority of the American trade are fair-minded and honorable. I will go further and say that, considering the absolute and one-sided power conferred on American shippers by these finality certificates, few countries would have done so large a business for so many years with such average fairness. But such power is apt to lead and has led to abuse. Of that there can be no doubt at all, and, whatever the merits of the system may have been at one time, we are now all agreed that, at least during recent years, we have had increasing cause for complaint of errors or worse in certifying.

For one thing we no longer find any desire among the people on the other side of the Atlantic to inquire into mistakes, and there would seem to be a growing disposition, even among the best known and respected grain boards, to stifle inquiry and disbelieve complaints, or to treat them with calm indifference. It is not my purpose to burden you with details, but two typical cases may fairly be cited.

We had complaints as to No. 2 hard winter wheat, in which there was not only old wheat in new crop but a large admixture of badly damaged grain. We wrote to the Southern board who certified it, only to get the reply that "We conceive it to be our principal duty to

move our crop." Can cynicism go farther?

Then there were shipments of corn, certified No. 2 or sail grade, and therefore naturally guaranteed to stand a long voyage, but arriving thoroughly bad after a very short voyage by steamer. Our complaints to the ass'n giving the certificate merely elicited the rejoinder that "It is the fault of the buyers for purchasing during the germinating season."

Colonel Montgomery of Liverpool: The time has now arrived when we, on this side of the Atlantic, should insist upon having some voice in determining the method in which the grain business shall be conducted between the two countries—United States and Canada on the one side and Europe on the other. Hitherto every effort which has been made to improve these unsatisfactory conditions has been unsuccessful, and this non-success has been mainly attributable to a lack of unanimity and cohesion among the various sections of the grain trade in Europe.

Mr. Friedeberg of Hamburg: In August this year the s.s. Westphalian carried for one of our large millers 4,000 quarters hard wheat No. 2 certified new crop. When the buyer saw the wheat, he found that it was a heavy admixture of moist, sweated and old. He promptly notified the matter, and appointed two official experts who gave us the result of their examination that there was 50 per cent old in this certified pure No. 2 winter. I have here before me the whole of the papers, as well as the samples sealed by the experts, and any member of this honorable meeting is welcome to come and inspect everything connected with the complaint, and even to smell the samples if desired (loud laughter). The buyer of the parcel thought he would get what he paid for, but has had to pay more, dearly still to get something very inferior.

This week the steamer Apollo from New Orleans furnishes similarly bad evidence. I need only mention the word weevils, and all you gentlemen will know that weevils are not partial to new grain and you will therefore the better understand the value of the so-called certificates.

The following resolutions were adopted:

That this conference considers that all maize from America or Canada should be sold upon European rye terms, and we call upon the various European corn trade associations to use their best efforts to have this change carried out.

That this conference, representing the most important grain centers in Europe, desires to record its opinion that the present system of certifying grain in America for export is unsatisfactory, and pledges itself to use every effort to obtain such alterations in the present method as will secure proper protection for European buyers.

That the various American and Canadian centers issuing inspection certificates of export grain be asked to supply the European ass'ns with particulars of the regulations covering the issue of such certificates and especially as regards the appointment of inspectors and the mode of their remuneration.

That in the opinion of this conference the finality of American certificates, so far as they relate to export business, should be abolished; and that negotiations with American authorities issuing certificates be opened with regard to the method of bringing about this result.

That a sub-committee be appointed,

consisting of 14 members, 7 from the United Kingdom, and 7 from the continent, to negotiate with the United States and Canada, in pursuance of the previous resolutions, the members of the sub-committee to be appointed by the various interested ass'ns in the countries concerned.

## The Hearing at Minneapolis by the Interstate Commission.

As instructed by the Senate resolution, Interstate Commerce Commissioners Franklin K. Lane and Charles A. Prouty gave a hearing Nov. 21 at Minneapolis, Minn., on the alleged combinations between railroads and the operators of grain elevators.

### MR. HILL'S TESTIMONY.

J. J. Hill said the mixers made a car of No. 2 wheat into No. 1 by mixing with three cars of No. 1.

No man in the Great Northern road can own any stock in anything along the line of the road. If he does he must leave my employ, even if he were my own son.

I think it is a great detriment to business that we cannot control the unloading of grain. I think it is the best thing for a railroad to have its own terminal elevators, unload into them, and include the charge for so doing in the freight rate.

Every receiving elevator should devote itself to simply that business; that the operating in grain should be another separate business, and that the business of the grain mixer should be still another separate business.

We have to watch the elevators all the time. This work is done by the traffic department, but as a matter of fact the department is almost powerless.

Mr. Hill gave an interesting story of how he happened to build a Buffalo terminal elevator, the largest in the world, costing \$1,200,000.

At that time the stock of the Buffalo elevator pool was selling at 60¢. They charged 1¼ cents for unloading and one-quarter of a cent for shoveling. We included, in addition, insurance, and charged for everything only half a cent a bushel, a saving to the grain shippers of a cent a bushel. Where we handled 100,000,000 bushels a year this meant a saving of \$1,000,000 a year. We don't own the elevator now. We told a gentleman who offered us \$300,000 more for the elevator than it cost that he could have it. The elevator charge, however, is still kept down to one-half cent a bushel.

"We have a complaint at Milwaukee," said one of the commissioners, "that you often upset grain rates by changes in rates on your road."

That's an old complaint. We have always made a lower rate on carrying grain than any other road on the same meridian.

When Loren Fletcher and others some years ago wanted to erect a 100,000 bushel elevator I told them the need was for one of a million bushels' capacity. I agreed to take stock to aid this. When the elevator was built and got to paying well, the original parties bought out my stock.

"If an elevator man on the Soo road, in competition with your road, were getting more business and paying more for grain than the man operating the elevator in that district on your line, what would you do to the man on the Great Northern?" asked Judge Koon.



I think I'd get some sandpaper for him.

"Wouldn't you do more than that?"

That's harsh enough if you use it hard. "Do you favor federal inspection of grain?" asked one of the commissioners.

Decidedly, I do, though the change would not affect us.

PETER B. SMITH, president of the Minneapolis Chamber of Commerce and manager of the St. Anthony & Dakota Elevator Co., in response to questions, stated the Chamber of Commerce concerns have a bureau supported by assessments, which furnishes the mail with statistical information about the markets. This is used to ascertain the prices which can be paid at various stations along lines where there are elevators. These prices are sent to but one elevator man at each station, and he distributes the information to the other elevator managers. This saves both telegraph tolls and time, as wiring every separate elevator would clog the wires with business.

## MR. HEFFELFINGER'S TESTIMONY.

Frank T. Heffelfinger, head of the Peavey companies, disproved many of Mr. Hill's statements later the same day. Mr. Heffelfinger explained that his company controlled 108 "Monarch" elevators along various railroad lines. To show that his houses, however, had no monopoly of the business, he asserted that along the same lines there were 67 independent houses, 39 farmers' houses and five track buvers. As to the much-talked-of market cards sent out by the Chamber of Commerce bureau, he asserted that, tho all his houses received them, during the past year in '76 out of the 108 houses his buyers had paid from 1 to 5 cents over the basis of these card quotations. At present, at 25 stations, his houses were paying above card rates. The reason more are not doing so is that most of the elevators are filled and can't handle more grain until the railroads supply the cars with which to move the grain to market. Because of this delay, especially along the Great Northern, Mr. Heffelfinger said, the elevator companies are losing thousands of dollars.

There is absolutely no arrangement in any shape, form or manner in Minnesota or anywhere else, relative to a combination to fix prices.

There is absolutely no "elevator trust," agreement on price, or pooling of interests, or anything approaching a monopoly. I deny the intimations made in this direction by Mr. Hill. Mr. Hill has always advocated lots of houses and big capacity, because they are a good thing for him as well as for the farmer. The elevator is as good as a bank to the farmer, and his grain receipt is as good as money anywhere.

We have at present 870,000 bushels of grain in our houses, which is practically all sold, and yet we can't get it in to take advantage of the present market.

Mr. Hill said the inability to handle the crop was at the terminals. This is not true. We could handle three times the amount of grain we are receiving at Duluth, and in Minneapolis we have vacant room for 6,500,000 bus. If we could market our grain this month we could get \$24,000 more for it than we can by selling it next month. Now, I am not saying it is the fault, that it is because of the negligence of the railroads, that the grain is not being moved faster, but that it seems simply impossible to handle the crop with the facilities they have at present.

Mr. Heffelfinger then went into the subject of profits made by the big line elevators. He said he would give under oath a statement that the gross margin secured by his company last year on its grain was 3.8 cents a bu.; that the expense amounted to 3.3 cents a bu. This gave the company a net profit of but half a cent a bu., and he left it to the commission to decide whether or not it could be looked upon as an excessive rate of profit.

We are the people Mr. Hill should help. We are the middlemen who carry the grain bag for the farmer. He has already received his prevailing market price for his grain. He has had our cash for it. Now we can't get the grain to market ourselves until the market falls. We won't get the grain out of our country elevators we are buying to-day inside of three, I may say four, months, if we don't get more cars than we are receiving at present.

Mr. Heffelfinger had nothing good to say for the "scoopshoveler." The scoopshoveler has no house, no expense, and moves out and away whenever he feels

like it. We feel we have a right to fight him to a finish.

Under oath I desire to contradict Mr. Hill's statement as to illegal mixing being carried on. No reputable house practices any such means as he described. And as to Mr. Hill's statement that one-quarter of a cent is enough for transferring grain, I wish to go on record as saying it can't be done even for one-half a cent and any money be made. I want further to deny the statement about the farmers not being able to take care of their own grain themselves to a great degree. Figures show that they have stored fully 30 per cent of the crop themselves.

## Plan of Up-to-Date Corn Crib.

The job of putting up a corn crib is often handed over to a country carpenter with no previous experience. His instructions are limited to the dimensions of the crib to be built with a suggestion that he copy the details of another crib in the vicinity. The cribs thus built often are substantial and a credit to the workman, when new, but after a year's use the faults of the design are apparent.

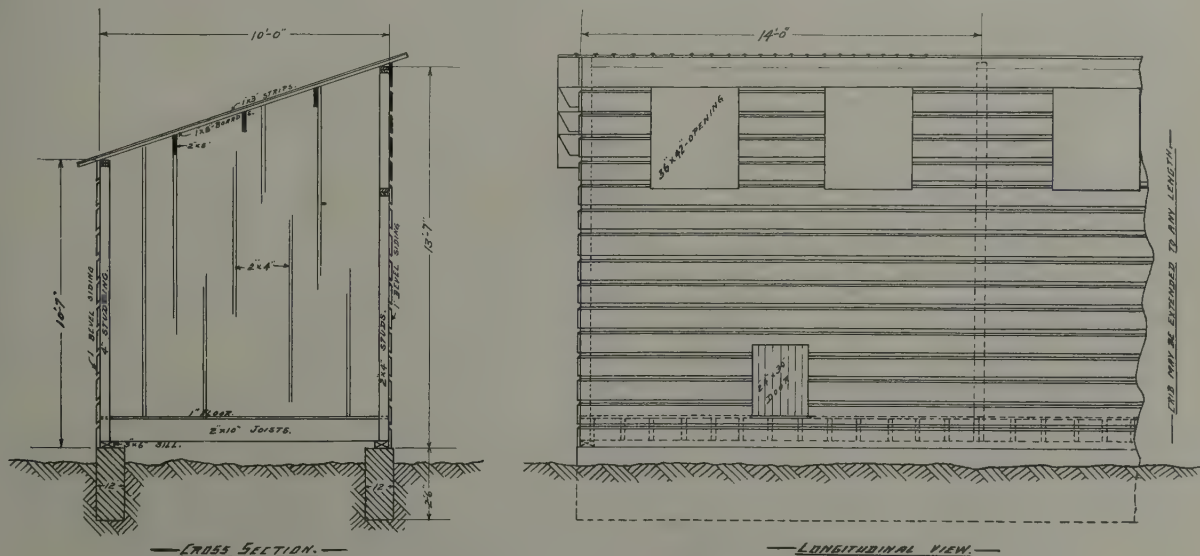
When a few large stones are laid as a foundation to support the stringers on which the joists rest, the structure is certain to become an eyesore in the course of years. Frosts heaving the stones up, higher here and leaving them lower there, give the low and rambling crib a snaky look, weakening the floor and walls until ready to collapse.

A foundation worthy the name must be a continuous wall, preferably of cement concrete.

Bevel siding keeps out rain and snow, while permitting air to enter and dry the grain.

An up-to-date crib, designed by the Burrell Engineering and Construction Co., is shown in the engraving herewith, in cross section and longitudinal view. By noting the dimensions given in the plan, the lumber dealer can quote an intending builder the exact cost of the lumber; and any good carpenter can execute the work.

The doors for filling and emptying are on the same, high side of the crib. It is built in 14-ft sections and may be extended a hundred feet or more. Two cribs alike may be built facing, with driveway between.



Plan of a Modern Corn Crib on a Permanent Cement Concrete Foundation.

## Liability of Carrier to Furnish Cars.

In a legal opinion to Sec'y. G. A. Stibbens, Attorney Ralph Pringle of Red Oak, Iowa, wrote as follows:

Replying to your inquiry concerning the liability of a Railroad Company transporting grain from one point to another in this state for failure to furnish cars to shippers would say:

You stated to me that in the month of December, 1905, certain regular shippers of grain at points in this state had ordered from the Railroad Company cars for the shipment of same, but had been unable to secure the cars until after January 1, 1906, at which time the price of grain had been lowered and transportation rates had been raised—that upon a certain day in December, 1905, this railroad ordered and sent all empty grain cars along its lines and branches to the state of Nebraska.

Section 2116 of the Code of Iowa provides that—

"Every railway corporation shall, when within its power to do so, and upon reasonable notice, furnish suitable cars to any and all persons who may apply therefor, for the transportation of any and all kinds of freight, and receive and transport such freight with all reasonable dispatch and provide and keep suitable facilities for the receiving and handling thereof at any depot on the line of its road; and shall also receive and transport, in like manner, the empty or loaded cars furnished by any connecting road, to be delivered at any station or stations on the line of its road, to be loaded, discharged or re-loaded and returned to the road so connecting; and for compensation it shall not demand or receive any greater sum than is accepted by it from any other connecting railroad for a similar service."

In addition to this, the rule laid down by the courts generally is that railroad companies are bound to have all reasonable and necessary facilities and cars for conducting and carrying on in a prompt, skillful and careful manner the transportation business, and for transporting without unreasonable delay the usual and ordinary quantity of freight offered them for transportation at a given point or which may be reasonably or ordinarily expected at such point.

However, they are not bound to be prepared for unusual or extraordinary emergencies.

Further, the courts generally hold that if the shipper has goods to transport and gives the railroad reasonable notice of his desire for cars and the railroad fails to furnish the same, the burden is upon it to show good cause and reason for failure to furnish the cars requested.

Its desire to hold back shipments until a higher schedule of rates became effective would not be a valid excuse.

In case a Railroad Company willfully, and without further reason than to secure the benefit of a coming advance in freight rates, places itself in such situation that it cannot furnish shippers along its route who have given it reasonable notice with cars ordinarily and usually needed and required, it should be liable to such shippers who have been unable to transport their goods in such damages as they have suffered as the direct result of such failure; and if such failure to furnish cars is the result of the negligence of the company in failing to provide itself with sufficient cars to care for the usual and ordinary amount of grain to be shipped from a given point, the shipper, who has grain to ship and who, after reasonable notice to the company, fails to get car, has a rightful claim for damages against the company, provided the company is unable to show that some

unusual or extraordinary contingency has arisen, which prevented it from furnishing the cars.

It is the extent of such business ordinarily done at a particular station which properly measure the carrier's obligation to furnish such cars. A railway should not be required to keep a large number of cars in readiness for a station from which a small amount of grain is ordinarily shipped, but should regulate its transportation facilities by the usual requirements of each station and the railroad cannot discriminate in favor of the business of one station to the prejudice and injury of the business of another station of equal importance.

Should a shipper, free from blame himself, suffer damages through the negligence or willful wrong of the railroad in any of the above ways, the amount he ought to recover should include the expense of keeping his grain from the time the railroad should have furnished his cars until he is able to secure proper transportation, the shrinkage and depreciation of price in the meantime, and in estimating the depreciation of price it would probably be necessary to take into consideration any change of rates in transportation which occurred during the default of the Railroad Company, as such change would doubtless affect the price to be received by the shipper.

The railroad cannot be held liable for every failure to furnish transportation facilities, it is only in case the company violates some obligation to the bona fide shipper, such as above enumerated, but upon the facts stated by you and as above set forth, such persons, who actually had grain for shipment in December and had given the company reasonable notice to furnish them cars, before they were sent to Nebraska, and have suffered loss by the company's default have a right of action against the company, unless it should be shown that some unusual or extraordinary contingency arose preventing the company from furnishing such transportation.

[Continuation of 3d column, this page.]

in connection with his business, together with the buildings and lots or parcels of ground constituting the premises on which said unlawful acts are performed or permitted to be performed; *Provided*, That manufacturers employing processes in which alcohol, used free of tax under the provisions of this act, is expressed or evaporated from the articles manufactured, shall be permitted to recover such alcohol and to have such alcohol restored to a condition suitable solely for reuse in manufacturing processes under such regulations as the commissioner of internal revenue, with the approval of the sec. of the Treas. shall prescribe.

Sec. 3. That for the employment of such additional force of chemists, internal-revenue agents, inspectors, deputy collectors, clerks, laborers, and other assistants as the commissioner of internal revenue, with the approval of the sec. of the Treas. may deem proper and necessary to the prompt and efficient operation and enforcement of this law, and for the purchase of locks, seals, weighing beams, gauging instruments, and for all necessary expenses incident to the proper execution of this law, the sum of two hundred and fifty thousand dollars, or so much thereof as may be required, is hereby appropriated out of any money in the Treas. not otherwise appropriated, said appropriation to be immediately available.

## The Free Alcohol Law.

An act for the withdrawal from bond, tax free, of domestic alcohol when rendered unfit for beverage or liquid medicinal uses by mixture with suitable denaturing materials.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That from and after Jan. 1, 1907, domestic alcohol of such degree of proof as may be prescribed by the commissioner of internal revenue, and approved by the secretary of the Treas., may be withdrawn from bond without the payment of internal-revenue tax, for use in the arts and industries, and for fuel, light, and power, provided said alcohol shall have been mixed in the presence and under the direction of an authorized government officer, after withdrawal from the distillery warehouse, with methyl alcohol or other denaturing material or materials, or admixture of the same, suitable to the use for which the alcohol is withdrawn, but which destroys its character as a beverage and renders it unfit for liquid medicinal purposes; such denaturing to be done upon the application of any registered distillery in denaturing bonded warehouses specially designated or set apart for denaturing purposes only, and under conditions prescribed by the commissioner of internal revenue with the approval of the sec. of the Treas.

The character and quantity of the said denaturing material and the conditions upon which said alcohol may be withdrawn free of tax shall be prescribed by the commissioner of internal revenue, who shall, with the approval of the sec. of the Treas., make all necessary regulations for carrying into effect the provisions of this act.

Distillers, manufacturers, dealers and all other persons furnishing, handling or using alcohol withdrawn from bond under the provisions of this act shall keep such books and records, execute such bonds and render such returns as the commissioner of internal revenue, with the approval of the sec. of the Treas. may by regulation require. Such books and records shall be open at all times to the inspection of any internal-revenue officer or agent.

Sec. 2. That any person who withdraws alcohol free of tax under the provisions of this act and regulations made in pursuance thereof, and who removes or conceals same, or is concerned in removing, depositing or concealing same for the purpose of preventing the same from being denatured under governmental supervision, and any person who uses alcohol withdrawn from bond under the provisions of section one of this act for manufacturing any beverage or liquid medicinal preparation, or knowingly sells any beverage or liquid medicinal preparations made in whole or in part from such alcohol, or knowingly violates any of the provisions of this act, or who shall recover or attempt to recover by redistillation or by any other process or means, any alcohol rendered unfit for beverage or liquid medicinal purposes under the provisions of this act, or who knowingly uses, sells, conceals, or otherwise disposes of alcohol so recovered or redistilled, shall on conviction of each offense, be fined not more than five thousand dollars, or be imprisoned not more than five years, or both, and shall, in addition, forfeit to the United States all personal property used

[Continued in 2d column, this page.]



## Crop Reports

Ottawa, Ont.—The estimate of the acreage sown in Manitoba for this year is: winter wheat 655 acres, spring wheat 2,718,888 acres, oats 930,174 acres, barley 843,416 acres, rye 4,423 acres and flax 16,534 acres; compared with winter wheat 617 acres, spring wheat 2,418,100 acres, oats 778,210 acres, barley 253,967 acres, rye 2,543 acres and flax 9,25 acres, for 1905.—Commissioner Blue.

Sweetwater, Ida.—Wheat in this vicinity averaged about 22 bus. and barley about 35 bus. per acre. About 90 percent of the grain has been delivered to warehouses and 60 per cent of that sold, 20 to 30 per cent of it being shipped to coast points, while the farmers are holding the rest for higher prices.—Peter Muench, agt.

Carnes, Ia.—Corn is good this year running from 35 to 50 bus. an acre, mostly 50 bus.—Bert Hayes, agt., F. M. Slagle & Co.

Minden, Ia.—Corn, in this vicinity, averages about 15 bus. an acre which is better than last year.—Stuhr & Reesey Grain Co.

Minden, Ia.—Corn is not of so good a quality as last year and is now much slower drying. It is all shelled by the farmers so none is cribbed.—P. Ehlers.

Castana, Ia.—Small grain was light in this territory but corn is good averaging about 50 bus. per acre.—G. H. Lenter, agt., Trans-Mississippi Grain Co.

Robertson, Ia.—According to the oldest settlers, the corn and oat crops are the best ever raised in Hardin County, both in quality and yield per acre.—Geo. Wadsworth.

Neola, Ia.—Corn averages from 45 to 50 bus. per acre; wheat, about 12 bus. and is of very good quality; oats, about 30 bus. also of good quality.—J. D. Hannan.

Iowa Falls, Ia.—Crops, in this section, have been good on the whole. The quality and yield of the little wheat, rye and barley grown here, were good. About one-half of the oat crop has been marketed, the yield being only fair but of good quality. The corn crop is of good quality and large, averaging from 40 to 80 bus. per acre. The scarcity of help has retarded the gathering so practically no new corn has been marketed tho a large amount will be sold on account of the lack of much feeding stock.—H. F. A.

Glasco, Kan.—The fall crop is going into winter quarters in fine shape. Farmers are holding for better prices.—P. Jennings, agt., Robinson Grain Co.

Goodland, Kan.—The outlook for next year is better than ever and more grain has been and will be sown than ever before in the history of the county.—D. E. Bartholomew, buyer, State Eltr. Co.

Frankfort, Ky.—Wheat sown early is coming up nicely and with favorable conditions, a good crop is indicated. Corn damaged from the wet weather and lack of sunshine is maturing badly, and at least 20 per cent will be unmerchantable. The estimated yield for Sept. compared with 1905 of corn is 102. The estimated percent of acreage sown in Sept. compared with last year is, wheat 89, winter oats 80, rye 88 and barley 92.—Hubert Vreeland, Comm. of Agriculture.

Omaha, Neb.—Reports from all our stations indicate that this state has the finest corn crop it ever had.—J. R. Morris, mgr., Nye-Schneider-Fowler Co.

New York.—The buckwheat crop is nearly all bot up in some sections and dealers are compelled to go out side to buy. The crop is about 1/2 of last year's.—X. X.

Buffalo, N. Y.—The new state winter wheat crop is looking especially well, as the fall has been wet without being cold. The old crop is still mostly in farmers' hands, as they have been to busy to move it.—J. C.

Greenfield, Okla.—We are getting ready to take care of one of the best crops of corn this country has ever had.—F. E. Greenfield, agt., Home Grain Co.

Christiansburg, O.—No new corn is moving in this section.—A. Bright & Son.

Wengerlawn, O.—Not much wheat or oats in the farmers hands. Corn is good and coming in.—J. W. Beck.

Port William, O.—The new corn is coming in and the quality does not come up to

expectations. So many ears are rotten or soft.—Starbuck, Early & Stryker.

Toledo, O.—The condition of the growing wheat crop was never better. The plant is well grounded and of good height.—D.

Plankton, O.—The wheat crop was fine, oat crop light and corn crop full and of good quality.—P. J. Thompson.

Pennsylvania.—Buckwheat was harvested rather late here and hence got caught by the wet weather of early Oct. The acreage was large. We have an average crop in Bradford county, which is nearly or quite the banner county of the world in the production of this cereal.—X.

Washington, D. C.—The average yield per acre of rough rice in the United States this year is reported by the Dept. of Agri. to have been 31.6 bus.

## Hints to Shippers.

BY W. G. HEATHFIELD.

When making shipments, it is only business courtesy to mail an invoice immediately, so that the consignee can make preparations to protect draft on presentation.

Attach a weight certificate to the invoice.

Leave a fair margin as a contingency against differences in markets, weights and grades.

Bill all shipments to YOUR ORDER, which makes the B/L negotiable when endorsed by you.

Put freight rate on B/L and have agent sign for it.

Show routing on B/L so consignee will know where to look for his grain.

Put correct weight on the B/L as the new rate law makes it a misdemeanor with a heavy penalty for under-billing shipments. In case of a wreck you can collect for only the amount shown on the B/L.

See that the agent signs the B/L either with ink or indelible pencil, otherwise the banks will not accept as collateral.

Have B/L properly endorsed. A B/L should be endorsed as carefully as a check, either with ink or indelible pencil.

Deposit your draft the day the car is shipped, as cars often arrive ahead of the draft which necessitates the consignee putting up a certified check, to release the car, and save demurrage.

## Flour Men at Kansas City Indicted for Rebating.

Davis H. Kresky of Kansas City was paid \$5 per month by the Howard Mills Co., of Wichita, Kan., to get the mill a rebate of \$9 per car of flour shipped to New York.

When the Howard Mills learned that Kresky was getting a rebate of \$17 and retaining \$8 for himself, besides the \$5 salary, J. E. Howard made complaint to the Interstate Commerce Commission. After a brief hearing Kresky and W. A. McGowen, local agent for the Nickel Plate, were indicted for conspiracy to violate the interstate commerce law. At the same time Henry S. Hartley, dealer in cottonseed meal, was indicted for accepting rebates on shipments of meal from Roff, I. T., to Tarkio, Mo.

Kresky is believed to have been getting \$5 per month from each of about 50 millers, besides grabbing the lion's share of the \$17 per car rebate.

The shipments were consigned to the Zenith Milling Co., Kansas City, where Kresky as miller's agent billed the flour thru to Bristol, Eng., over the Chicago & Alton, and after getting the foreign bill arranged with the Nickel Plate to have the foreign billing to Bristol canceled when the flour reached Chicago.

## Insurance Legislation Dictated by Stock Companies.

BY C. A. M'COTTER.

It is a peculiarity that the New England states have for years had laws for the organization of good mutual companies, and a large number of companies organized in those states save thousands of dollars annually to the property owners in spite of the fact that the stock companies rates in New England are lower than anywhere else in the country.

The Northern Central states, like Ohio, Michigan, Indiana, Illinois and Wisconsin, have for many years had laws authorizing the organization of good mutual companies, and laws providing for the admission of good mutual companies from other states. The result of this competition is that in those states there is little complaint about the stock companies' rates, as one not satisfied with the stock companies' charges can secure good mutual insurance.

As against this record is the peculiarity that there is not a single state west of the Mississippi river which has provision for mutual companies under which has been organized companies of any wide reputation. In addition there is no state, with the exception of Minnesota, which has a law providing for the admission of substantial mutual companies of other states, except that those companies be so large they have accumulated over \$200,000 of surplus which is the capital required of a stock company.

The exception to this rule is Missouri, where the Insurance Commissioner has acted contrary to the reading of the law and split the difference by requiring a company with financial assets five times as great as required by states east of the Mississippi river. The result has been that there is more insurance rate agitation in nearly every state west of the Mississippi river than in all of the states to the east.

This defect is not due to the indifference of the people, but largely from inability to have the laws modified and good mutual companies authorized, because the insurance legislation is dictated by the stock companies' lobby.

Millers and grain dealers have paid little attention to the situation and patronized the mutual companies of other states organized in their interests, and there is no real benefit in such companies being authorized. When a company is authorized in any state it has to pay taxes of from 2% to 5% to that state, which to that extent reduces its dividends. The only benefit on earth to the property owner is that in event of a loss, and if it were authorized in his state there would be some person in his own state on which service could be brought. The condition of using this benefit is exceedingly remote, and not to my knowledge has the fact of not being authorized ever been used by the companies, or it been a hindrance to the policyholder in recovering his money.

A warning to pick out rotten corn has been sent to customers on a large green card by H. I. Baldwin & Co., of Decatur, Ill., on account of the unusual quantity of damaged and rotten ears in this year's crop.

Missouri is one of the leading corn states but has not seen fit to indulge in seed corn specials or lectures. However, it has instituted a traveling chicken show which is accompanied by lecturers, so more of its corn will be fed.

### Scale Testing.

BY H. A. FOSS.

All scales should be tested as often as possible, and at least twice during the busy season, by a proficient scaleman with sufficient weights.

I have frequently asked shippers if their scales had been recently tested and in many cases have received the reply that they tested their scales every morning by balancing them, and that they knew they were correct for that reason. This is like blowing through a gun barrel to see if it clean, for it is impossible to tell from the action of a scale, even if it does balance, that it is weighing correctly, as there are very few conditions that will prevent a scale from balancing, altho the weights arrived at may be anything but correct.

Years ago, even balance scales, which consist of but one lever, were universally used, but the demand for a scale of larger capacity made it necessary to construct a scale consisting of a series of multiplying levers; hence, the modern, compound lever scales. Now the even balance scale requires weights equal to the amount to be weighed, while in the compound lever scale the leverage is so great that it takes a weight of but a small fraction of the amount to be weighed. For instance, in many of our hopper scales, this multiplication is so large that but one pound on the hanger will balance a thousand pounds in the hopper, while on some track scales, one pound will balance 6,000 pounds. In view of these facts, it is obvious that compound lever scales must be frequently and properly tested.

This use of multiplying levers has made it possible to increase the size and capacity of scales to such an extent that it is not practical to test them to their full capacity with test weights. However, enough weights must be used to show any variation, for if a scale is out of adjustment, the variation would not be perceptible with a small amount of weights. The larger the scale, the more it takes to turn the beam and the more difficult it is to see the variation on any given weight.

For instance, suppose we start with a scale empty and balanced and put on 1,000 pounds of test weights. Now suppose it is necessary, in order to balance the scale thus loaded, to slide the beam weight to the 1,005 pound mark instead of the 1,000 pound mark, at which point the beam would rest if the scale were working properly. Here we would have an error of five pounds to the 1,000 pounds and yet if we had used a 50-pound test weight instead of 1,000 pounds the variation would have been only one-quarter of a pound and would not have been detected. For this reason, it is necessary to test large scales with a large amount of weights in order to obtain accuracy. Four ton scales should be tested with not less than 1,000 pounds of weights, while on track and large hopper scales, at least 4,000 pounds should be used.

Since it is not practical to use test weights to the full capacity of a scale, some substitute must be used in addition to the test weights to bring the maximum strain on the levers. Hence, scales must be tested when loaded as well as empty.

First of all, in testing a scale balance it to a center beam, then place the test weights carefully on the scale and weigh. Repeat this with the scale loaded to its full capacity, each time noting the varia-

tion, if any, and keeping in mind that any variation would be the variation for the amount of test weights used and that the final total error in the scale would be as many times more than the error on the test weights as the capacity of the scale is greater than the amount of test weights used. Of course, other causes, such as rests and binds, do not produce a proportionate error like that just mentioned.

Tests are made to establish the accuracy of a scale or to locate most quickly and exactly the seat of the trouble in scales which do not register accurately. How foolish it would be for a man, without making the regulation and necessary tests, to spend several days overhauling and adjusting a scale which will stand every test for accuracy. Yet, how much more foolish it is to deceive ourselves and tell ourselves that our scales are accurate and use them as being accurate when we have neither examined them carefully, nor made the complete and necessary tests to establish their accuracy.

For an example of a complete test take track scales. All track scales have at least four sections and there should be a separate test made of sections by placing the test weights directly over each; 4,000 pounds of test weights on any section call for exactly 4,000 notches on the scale beam; if you do not get that result in the test of a section you have located the need for some adjustment or repairs in that section. In addition to this, a test should be made with a heavily loaded car, using the test weights first on one end of the scale and then on the other.

Frequent trials should also be made by weighing a short, heavily loaded car on each end, thereby ascertaining if both ends give the same reading; i. e., weigh the car as near to the edge of one end as possible and still have the entire car on the scale, then weigh in the same manner at the other end, noting the variation, if any, between the ends. This, of course, will not take the place of test weight, but the variation will give you an idea of the condition of your scale and may suggest the necessity of a complete test. The amount of variation between the ends does not show to what extent your scale is untrue.

Again in testing wagon and hopper scales, the test weights should be distributed on all four corners, for there are in such scales four main levers, each of which must receive an equal portion of the test weights. This is absolutely essential. Scales may test correctly with the weights on one side, front or back and still be out of adjustment. In addition to this, test each corner separately with as many weights as possible.

In conclusion, then, let me reiterate that scales should be tested frequently and thoroughly with a number of test weights proportioned to the size of the scale and by a method suited to the kind of scale tested.

### Loading a Record Cargo at Duluth

Each year the new steamships built on the Great Lakes have been of greater dimensions than those of older construction; and with the increased size the new boats are capable of carrying bigger cargoes.

The government is steadily at work deepening the harbors and connecting channels, so that the loading of still greater cargoes of grain may reasonably be expected. The increase in the capacity of the new steel steamers has been gained principally by lengthening the vessel, the extreme length being shown by the steamer B. F. Jones in the engraving herewith, for which we are indebted to *Popular Mechanics*, as it lies along Elevator D at Duluth, Minn. Some of the boats built this year are 604 ft. in length.

The cargo loaded into the Jones at Elevator D totaled 370,273 bus. wheat. On arrival at Buffalo 227,000 bus. was discharged into the Mutual Elevator in 9 hours and the remaining 143,000 bus. into the Niagara elevator in 13 hours. A still better record was made by this boat later when it loaded 380,000 bus. wheat at the Great Northern elevator, Superior, Wis. A twin boat, the James Laughlin, recently loaded a record-breaking cargo of flaxseed at the Great Northern elevator, consisting of 393,000 bus., the biggest grain cargo ever loaded on fresh or salt water.

### Exports.

Buckwheat amounting to 332,106 bus. was exported during the 9 months prior to Oct. 1, against 145,334 bus. for the corresponding period of 1905.

Broom corn valued at \$156,302 was exported during the 9 months prior to Oct. 1; against \$150,107 worth during the corresponding period of 1905.

Malt amounting to 575,109 bus. was exported during the 9 months prior to Oct. 1; compared with 413,132 bus. during the corresponding period of 1905.

Linseed oil cake amounting to 577,495,699 lbs. was exported during the 9 months prior to Oct. 1; compared with 387,962,303 lbs. exported during the corresponding months of 1905 as reported by O. P. Austin, chief of the Bureau of Statistics.

Russia is Czar on rye and trouble. They raise about half of the rye crop of the world, and most of the trouble.—C. A. King & Co.



Steamer B. F. Jones Loading a Record-Breaking Cargo of Wheat at Elevator D, Duluth, Minn.



## Supply Trade

The Milwaukee Bag Co. has opened up an office at Kansas City in charge of Charles R. Decker.

Economy in using papers with a low rate and uncertain circulation isn't economy.—*National Advertiser*.

C. G. Hammond, of the Huntley Mfg. Co., was in Chicago last week and reported business excellent with his company.

Manufacturers report a sharp advance in prices of rubber belting. This is due to a shortage of cotton duck and rubber of which the belting is largely constituted.

The Racine Gas Engine Co. has been incorporated at Racine, Wis. The capital stock is \$25,000; and the incorporators are Edward Hoerner, Chas. Rasmussen and Andrew Rasmussen.

Yellow pine lumber for elevator construction is selling about \$2 to \$3 per thousand cheaper than formerly. Machinery is a little higher on account of the strength in the iron market, reports the Burrell Engineering & Construction Co.

The N. P. Bowsher Co. is erecting a large shed to add to its storage for dry lumber, and has made changes in the shipping department which add materially to the convenience and facility for getting out shipments.

Too much illustration is nearly if not quite as bad as too much copy. All picture and no talk is nearly as bad as all play and no work. A picture may tell a very good percentage of the story, but it cannot possibly tell it all.

E. T. Bauer has resigned his position as southwestern representative of the Nordyke & Marmon Co. to engage in the milling business at Wichita. His successor is H. C. Malsness, who will remove from Indianapolis to Kansas City.

All Otto Gasoline Engines can be successfully operated with alcohol for fuel, and without any alterations, but in order to obtain the best results in the way of power and economy, a compression plate should be attached to the piston. This can be done where they stand at a very small expense.

The foreman was ambitious to get the best work he could and the most of it out of the old machine which occupied lots of floor space. But nurse it as the workmen would, it would develop lots of shortcomings as to output and quality of work done. Is it at all unnatural that as the faults of the old machine developed the foreman should take particular interest in noting the merits of a certain new one as they were set forth in a series of ads., and that he should know just what he wanted when the time came to buy? The salesman who sought to win his favor for a non-advertised machine was too late. The foreman was soaked with facts which the superintendent knew were more valid than the salesman's arguments.

A big co-operative store was the rat-hole into which was poured the thousands of the wrecked Stensland Bank at Chicago.

## Decision Under Landlord's Lien Law of Missouri.

In the suit by D. Ward King, landlord, against Elijah Rowlett, grain dealer, to recover the value of 800 bus. of corn, the Kansas City Court of Appeals recently reversed the decision of the circuit court of Holt County.

Judge Ellison of the lower court had instructed the jury that if the buyer knew the corn had been raised on premises rented from plaintiff he was liable. Judge Broadbuss of the court of appeals said the instruction was erroneous. "In such cases the landlord only is required to show that the crops were grown by a tenant on his premises, that the rent is unpaid, and that the purchaser had knowledge that they were grown on demised premises. The fault of the instruction is that it required the plaintiff to show that the defendant knew that the corn had been grown upon his premises. Such is not the language of the statute, and the holding of the appellate courts of the state."

Defendant understood when he bot the corn that it was raised on rented premises, but not upon those of plaintiff. This raises the question whether or not defendant's understanding, at the time he purchased and paid for the crop, that it was raised by the tenant on demised premises other than those of plaintiff, exonerates him from liability to the plaintiff. We think not. He had such knowledge as under the statute rendered him liable to the plaintiff for the value of the crop he purchased from the tenant. He is not permitted to excuse himself from liability on the ground of his mistake in that respect, as the statute fixed his liability upon the fact of his knowledge that the crop had been grown upon demised premises, said the court.

Mr. Rowlett was not present when the corn was delivered. The corn was received and weighed by an employe named Noland, who was only acting in the capacity of hired hand. Mr. Noland testified that he knew the corn had been raised upon the plaintiff's premises. Plaintiff contended that defendant was liable on the ground that his hired man knew at the time he received the corn, that it was grown on plaintiff's premises. But, as the hired man's duty was limited to weighing and receiving the corn, the court decided that his knowledge could not be imputed to the master. What the hired man knew about the origin of the corn was immaterial.—96 *Southwestern Reporter*, 493.

## W. A. Nutt's Elevator at Urbana, O.

Urbana, Ohio, is particularly well equipped for doing a grain business. It has three trunk lines, the Pennsylvania, Erie and the Big Four Railways, four grain elevators and two loading platforms.

Illustrated herewith is the plant of W. A. Nutt, which has an elevator capacity of 35,000 bu. and the crib adjoining has a capacity for 15,000 bu. The crib contains an overhead drive with three dumps so that grain can be dropped from wagons into the bins and taken by a drag belt into elevator proper. Two dust houses are also provided.

The elevator bins are all hoppers and the two elevator legs are equipped with flexible telescope spouts, of which Mr. Nutt is the inventor. The elevator also contains a Bowsher Feed Mill, an Invincible Oat Clipper, an Invincible Wheat Cleaner, No. 2 Western Sheller, a Smith Corn Cleaner, a Clipper Mill for cleaning seed and a portable hopper scale on first floor.

A 40 horsepower Foos Gas Engine provides power for the entire plant. A large iron tank is used for storing water for cooling engine cylinder.

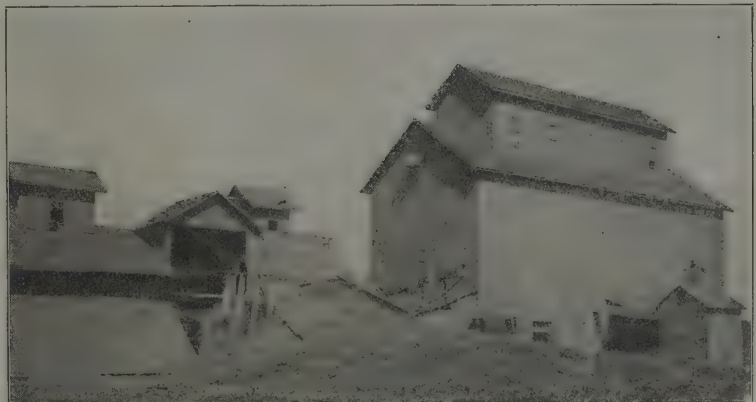
## The Advent of a Real Cornhusker.

The long promised corn-husking machine seems at last to have materialized into an actual fact, and farmers may now rejoice in the possession of an easy-running, reliable machine on which they can depend. Heretofore the advent of the corn-husker has been heralded by manufacturers, from time to time, but has never given satisfaction. Iowa farmers have given this latest product a thoro test, however, and unite in proclaiming it a great success.

The cost of operation is about equivalent to the wages of men to do the same work, but it is, nevertheless, a boon to the tiller of soil when labor is so scarce as it has been the past few years. Furthermore it will put the farmer in a position to crib his corn in due season, thus preventing loss because of bad weather.

The machine will husk 45 bushels per hour, or 400 bushels a day. Five horses are attached to the husker and it will keep two wagons busy hauling the husked corn to cribs, thus necessitating the labor of 3 men and nine horses as against the work of six men now.—Odebolt, Ia.

If you step with the wrong foot on getting out of bed in the morning it is unlucky to accept card bids that day. Then consign.



W. A. Nutt's Elevator at Urbana, Ohio.

## Penalty for Selling Grain to Other Than Own Company Not Enforceable.

BY G. H. CARR, DES MOINES, IOWA.

Section XIV of the by-laws of the ..... provides among other things, as follows:

"Every stockholder of this company, shall sell all grain which he markets to this company unless this company refuses to purchase the same. . . . Any one of this company who shall violate the foregoing provisions first above mentioned shall, within thirty days of the delivery of said grain pay to this company, as and for liquidated damages, due to this company for such violation and not as a penalty, the sum of one-half cent per bushel of grain so sold in violation of said provision."

I am of the opinion that if a member of the ass'n should refuse to pay the penalty, that the ass'n could not, in an action at law, recover the same from him, and this upon the ground that the one-half cent per bushel provided for to be paid by the member on the grain sold to other parties is in fact a penalty and not liquidated damages.

True, the article provides that the amount to be paid shall be paid as liquidated damages and not as penalty. It is, however, well settled by the decisions of the courts, that the terms descriptive of the amount to be paid, are not conclusive, and that a sum denominated liquidated damages by the parties may nevertheless be held to be a penalty. Whether the sum to be paid is to be treated as liquidated damages or a penalty depends upon the intention of the parties, which is to be arrived at by consideration of the instrument as a whole, the situation of the parties, the subject matter of the contract, and all the circumstances surrounding its execution.

It is perfectly apparent that the failure of a member of the ass'n to sell his grain to the elevator company can result in no direct damage to the ass'n. Where one contracts to deliver grain to another, the measure of damage for failure to deliver is the difference between the contract price and the market value at the time and place of delivery. One who has purchased grain of another who fails to deliver can suffer no direct damage unless the contract price is lower than the market price. If the contract price is higher than the market price, the buyer gains rather than loses by the failure to deliver. If the contract price and market price are identical, the buyer loses nothing by the failure to deliver for the reason that in contemplation of law and as a matter of fact he can go into the market and buy other grain at the same price that he was required to pay the defaulting seller. The article under consideration requires the member to sell all his grain to the ass'n, but does not fix any price which he is to receive therefor. No price being fixed by the contract, the law would fix the price as the market value at the time and place of delivery.

The contract in effect then is an agreement to sell grain at the market price. For failure to deliver under such contract there can be no damage to the seller if the buyer refuses to take the grain, because the seller can go into the market and sell his grain to others at the market price. Neither can there be any damage to the buyer for failure to deliver, as he can also go into the market and buy other grain to take the place of the grain which the seller has failed to deliver.

As no actual damage can result from a breach of the contract, it is clear that the one-half cent per bushel which the seller agrees to pay the ass'n for all grain sold to others, is not intended by the parties

as the measure of compensation for breach of the contract, but is intended rather as a punishment for default. In other words it is a penalty, and being such, could not be recovered in an action at law.

This view finds support in other provisions of the article under consideration not heretofore noticed. It will be observed that the member is bound to sell all his grain to the ass'n except in the few instances specified. The company, however, is not bound to buy the grain, provided it lacks room to handle it. It is then provided that in such case "the manager shall give a written statement to that effect and any one holding such statement shall be exempt from paying the one-half cent per bushel, provided he sells such grain within five days of the date of said statement."

Now let us for a moment analyze this remarkable provision; the member, carrying out his contract in good faith brings a load of grain to the elevator company, which it refuses to accept on the plea that it hasn't room to handle it. The member of the ass'n is then at liberty to sell his grain elsewhere. One would suppose that as the elevator company had refused to accept the grain, the member would be relieved from any further obligation with respect to the grain that has been rejected. It is clear that the company has in this instance, sustained no damage for failure to deliver which it could recover in any court, for the failure to deliver, is not the fault of the seller, but of the company itself. If the one-half cent a bushel was intended as liquidated damages, the company's refusal to receive the grain for any reason would surely end the matter, so far as that transaction is concerned. But under the terms of this article the seller is only to be "exempt from paying the one-half cent per bushel" provided he sells such grain within five days of the date of such statement.

Suppose the elevator company, having refused to accept the grain tendered, the farmer hauls it back home and puts it in the bin and leaves it there for a week. He then concludes not to sell it at all and feed it to his stock. By the terms of the article under consideration not having sold the grain within five days he is not exempt from the payment of the one-half cent a bushel.

Again, suppose that after the expiration of the five days he sells this same load of

grain which the company has refused to accept to another elevator company. In such case he is not exempt from the payment of the one-half cent a bushel. Here the elevator company has sustained no damage which it could recover, for the reason that it has refused to accept the grain when tendered, and yet it demands one-half cent a bushel on that identical grain, unless the owner of it sells it within a limited time.

In my opinion, reading this article in the light of all the surroundings, and considering as a whole, the one-half cent per bushel provided for in case of prohibited sale, is a penalty pure and simple. The elevator company in no conceivable case could sustain any direct damage for failure on the part of a member to deliver grain to it, and the one-half cent provided for being in the nature of a penalty, no action would lie by the ass'n to recover from any member the amount specified in the contract.

Again, there is a want of mutuality in the contract. The member agrees to sell all of his grain to the company except in certain specified instances. The company, however, does not agree to buy all of the member's grain not coming within the exceptions. It only agrees to buy it in the event that it has room to handle it. Contracts binding in law must contain mutual obligations. There can be no enforceable contract to sell, unless there is a corresponding obligation upon the part of the purchaser to buy.

## One of Iowa's New Corn Crib.

The Hawkeye state's new corn crop is so large, of such superior quality and cars are so unusually scarce that the grain dealers of the state are considering more seriously the advantages and disadvantages of holding large quantities of ear corn in cribs than has been their custom for the last few years. A number, however, have decided ear corn cribs will be absolutely necessary this winter. Some are installing portable cribs, while others are building substantial cribs of a permanent character.

Illustrated herewith is a new large crib erected for the Trans-Mississippi Grain Co., at Webster City, Ia. Mr. J. B. Kelly, who is manager of the plant, is very proud of the new crib which he claims to be the best in the country. It is 120 ft.



New Corn Crib of Trans-Mississippi Grain Co., at Webster City, Ia.



long, 28 ft. wide and 40 ft. high. It is provided with a particularly strong foundation formed by nine heavy brick walls extending full length of the plant. In each outside wall are a number of small doors so that corn may be removed from crib without breaking the store-house to pieces.

It is intended that the corn shall drop into a drag from these door-ways and be elevated into wagons so as to obviate the necessity of shoveling. The crib is strongly braced throughout and its roof is well shingled. A wide, roomy driveway makes it easy to get corn into the crib.

## Grain Seeking Its New Channels.

BY O. T. H., NEBRASKA.

It is not many years since the grain dealer of the middle west had his eyes focused on Chicago as the ultimate destination of his grain.

In the past few years a large volume of grain which formerly found its outlet thru Chicago has been diverted into other channels, Minneapolis, Kansas City and Omaha receiving a share of it. We find, however, there are other outlets through which this grain is being distributed.

At certain periods of the year the grain dealer of the middle west is supplying the sheep and cattle feeders of Colorado, Montana, New Mexico, etc., with corn. He also ships to feeders in Missouri and neighboring states when their corn crop is short. He is selling to eastern mills direct and a good share of his wheat is ground up in mills located in his own state. Kansas at the present time is grinding about one-half of its wheat product. In one county alone in that state there are ten mills and the milling capacity of the state is increasing yearly.

We also find that the line firm who operates several stations instead of selling to exporters located at primary markets who used to receive about 90 per cent of his stuff sells to consumers. Competition from farmers' elevators has forced him to peddle his grain out and he now distributes it over a wide scope of country. A good share of his wheat goes to mills direct and a large per cent of his corn to western feeders and to southern chop mills.

The demand is increasing yearly from the west for feed stuffs and the dealer as a general rule considers this trade first-class. The bulk of this business is done on his own affidavit weights and it grades out there. He suffers no long delay waiting for returns. If a dealer does not want to deal direct with western feeders there are grain firms located at junction points in Nebraska and Kansas that make a specialty of this western trade and who are always in the market for corn and oats and occasionally wheat.

Cattle feeding is increasing in the middle west. Sections which are large corn producers and in former years were large shippers are now not only consuming their own corn, but shipping corn in.

Unless one is brought in close contact with the Great West he does not realize what a great grain consumer it is becoming and its future is unlimited in this respect.

Thousands of miles of new railroads are now under construction in the west and northwest and as this country opens and is developed the middle west grain dealer will find that this new country will become the natural outlet for his corn and oats.

## Private Car Seals.

The loss, through pilferage, to shippers who load and receive freight in car-load lots reaches large figures in the course of a year. Moreover, the railroads show no tendency to become more vigilant in preventing losses of this nature hence it behooves shipper to seek some method of protecting himself. An inexpensive and effective way of doing this is found in the use of a private car seal. Their use is becoming more extensive each year as there are advantages to be gained by their possession other than the prevention of loss by pilferage.

The International Seal & Lock Co. has devised an ingenious car seal known as the Tyden seal which seems to give perfect satisfaction. Those in question are made of tin, are self-locking, can be attached to a car without the use of presses or sealing irons on a moment's notice and are secure in every way. They are numbered consecutively and stamped with the shipper's name. In many cases, the seal record figures prominently in the settlement of shortage claims to the shipper's advantage and possesses the additional feature of preventing disputes over errors in checking freight from or into cars. They are inexpensive and have proven a profitable investment to hundreds of shippers.

## Imports and Exports of Beans.

Beans and dried peas amounting to 308,850 lbs. was imported into United States during the 9 months prior to Oct. 1, compared with 301,030 lbs. for the corresponding period of 1905.

Exports of beans and dried pease amounting to 281,248 lbs. of domestic and 31,597 lbs. of foreign growth during the 9 months prior to Oct. 1, against 262,272 lbs. of domestic and 33,984 lbs. of foreign origin, during the corresponding period of 1905 as reported by O. P. Austin, chief of the Bureau of Statistics.

## The Duluth Board of Trade.

The Duluth Board of Trade, which was organized in January, 1881, has its membership limited to 200, but at the expiration of the present charter this limit will no doubt be increased as the membership and business of the board increases.

The Duluth-Superior harbor is one of the most important of the country; in fact, the tonnage cleared from that port during seven months of last year amounted to 27,663,185 tons, which was greater than any other port of this country excepting New York City, whose tonnage for twelve months amounted to 39,314,062.

The total receipts of grain and flaxseed at the head of the lakes during the seven last crop years, with three ciphers for hundreds (,000) omitted, were as follows:

Crop of	Wheat, bus.	Corn, bus.	Oats, bus.	Barley, bus.	Rye, bus.	Fl-seed, bus.
1898-9	77,877	6,977	3,008	3,241	1,837	6,696
1899-0	53,204	3,488	923	3,241	796	5,301
1900-1	19,434	6,489	1,637	2,452	759	6,237
1901-2	42,506	115	635	3,050	780	14,375
1902-3	36,970	1	3,255	5,957	782	19,148
1903-4	29,063	12	4,940	6,754	932	18,785
1904-5	23,232	90	10,187	8,462	917	12,955

000 final ciphers omitted from each quantity.

The Board of Trade's fine seven story building was erected several years ago for its own use and is now free of incumbrance. The officers for the present year are George Spencer president, J. H. Barnes vice-president, H. B. Moore secretary and treasurer.

A federal law prohibiting the buying and selling of futures, puts and calls, and fictitious transactions in farm products, and denying persons engaged in such operations the use of mails and telegraphs, was requested in a resolution at the recent Farmers National Congress, Rock Island, Ill.



Home of the Duluth Board of Trade, Duluth, Minn.

# Grain Trade News

## ARKANSAS.

Little Rock, Ark.—The Board of Trade is promoting a stock company for the erection of a rice mill.

## CALIFORNIA.

Madera, Cal.—The Farmers Warehouse Co.'s house burned Nov. 17. Loss \$100,000. The house was full of grain. The fire was of incendiary origin.

## CANADA.

Vegreville, Alta.—The D. R. Davis Co. has begun business here.

Asquith, Sask.—The Western Eltr. Co., of Winnipeg, is erecting an eltr. here.

Kenora, Ont.—Thirteen cars of a freight train were ditched near here Nov. 10 and much grain was spread over the ground.

Virten, Man.—The 27,000 bus. of grain contained in the Farmers Eltr. when it collapsed Oct. 21, has been saved. The eltr. will be rebuilt.

Winnipeg, Man.—The Ogilvie Flour Mills Co. last month made attractive offers to farmers for shipments direct, and has not considerable high grade wheat.

Meadows, Man.—A grain train was wrecked on the Canadian Pacific Ry. Nov. 9, and several thousands of bus. of wheat and oats were spread over the tracks.

Winnipeg, Man.—The Dominion Grain Commission has gathered a great quantity of information at the many hearings held at country points and will soon take testimony at this city.

Hartney, Man.—John Scott, a grain buyer of this point, has removed to Carberry to become mgr. of a grist mill. The movement of wheat has been retarded by the recent storms.—F. Chapin.

Winnipeg, Man.—A notorious bucket-shop which just now is spreading its wires over the west is said to have been granted a license by the government to handle grain as a commission merchant. No doubt this endorsement by the government will draw victims into the many branch offices being established on its private wire system.

Winnipeg, Man.—A Canadian visible supply statement of grain in store at 18 terminal points is to be compiled regularly by the Grain Exchange from reports by telegraph. Another improvement arranged for is the exchange of the grain quotations between Winnipeg and Minneapolis, whereby the quotations of each will be posted on the boards of the other.

Ft. William, Ont.—Muirhead & Co.'s eltr. on the C. P. R. containing considerable grain, burned Nov. 12. All the machinery, including a new pot barley plant, was destroyed, making a total loss of about \$20,000, with insurance of \$10,000. The cause of the fire, which was discovered in the cleaning room at midnight, is a mystery, the eltr. being run by electricity. The company will rebuild at once.

## WINNIPEG LETTER.

Fielding, Sask.—The Saskatchewan Eltr. Co. has completed its new eltr.

Vegreville, Alta.—The British American Grain Co. is building an eltr.

Asquith, Sask.—The Western Eltr. Co., of Winnipeg, Man., has about completed its eltr.

Gorin (no P. O.), Sask.—A. E. Little has let the contract for an eltr. to be completed in Dec.

One of the results of the grain act is that the dealers put out of the shipping trade, are buying at the few points where they see relief, at December prices, 2½¢ below market values. It is a bonanza for the milling trade which gets wheat 4 and 5 cents below what might otherwise prevail.

The grain men find it impossible to secure cars to relieve congestion at eltrs., the farmers securing more than their share to fill at track prices. In some places there are 150 orders for cars on the books of the Ry. companies from farmers, and the grain man must take his turn. The result is, many firms have closed their filled eltrs., withdrawn their buyers and left the farmers to fight out their own deliverance.—C.

## CHICAGO.

Memberships in the Board of Trade are selling at \$2,250.

The trial of Geo. S. McReynolds will begin Nov. 26 before Judge Mack.

Local malsters are enjoying a brisk demand for malt and are giving more life to the barley market.

S. W. Edwards & Sons will erect an eltr. and barn costing \$30,000, for which Postle & Mahler are receiving bids.

Unreasonable switching charges at Chicago will be attacked in a bill to be introduced in the legislature by the Illinois Manufacturers' Ass'n.

The clause requiring surrender of inbound expense bills has been eliminated from the tariff of proportional grain rates from Chicago to Ohio River crossings.

It is stated by friends of Walter Fitch that he will not be a candidate for pres. of the Board of Trade. Among those mentioned for the position is John B. Adams.

Jay Chapin, Boston partner of Chapin & Co., has accepted the position of mgr. of the feed department for the Corn Products Co.

Hirst & Begley Linseed Co., a new firm, both partners of which were formerly with the American Linseed Co., will begin business Nov. 26.

S. H. Greeley & Co., incorporated, capital stock \$50,000; incorporators Samuel H. Greeley, C. A. Lellar and J. Ringer. A commission and brokerage business will be conducted.

B. S. Armstrong, who now shares the office of John Rankin & Co., expects to take over the business of that company very shortly. This firm will retire from the grain business.

Roos & Co. is the name of a new firm recently incorporated by Herbert D. Roos and L. J. Schwabacher to do a

grain, provision, cotton and stock business at 218 Postal bldg.

F. P. A'Brunswick, who was censured by the directors of the Board of Trade for soliciting discretionary speculative orders by circular letters, has posted his membership for transfer.

Chas. R. Clark has applied for reinstatement to membership in the Board of Trade. W. H. Martin has been suspended on account of indebtedness. H. B. Smith has been expelled for alleged forging of Bs/L.

Geo. H. Phillips will sell his membership in the Board of Trade, laying aside his laurels as "corn king" to take up gold mining. About Dec. 15 Mr. Phillips will depart for Goldfield, Nev., to join his brother Joseph.

Complaint against the car famine seems very general and business has evidently suffered a considerable loss because of it. T. D. Randall & Co. state that they could have used 200 more cars for hay shipments during the past few weeks.

The steamer Gratwick was stopped by the Washington street tunnel obstruction, recently, and had to unload part of the cargo at South Chicago to get up the south branch to the eltr. of Wright & Hills with 142,000 bus. of flaxseed.

Eltr. property on the Calumet River needs more fire protection, and the Calumet River Improvement Ass'n recently decided to request the city council to provide an additional fire company. The one fireboat on the river has 15 miles to patrol.

Wm. Bradburn has filed a claim to \$50,000 of the \$200,000 estate of the late James Bradburn, alleging that \$400 belonging to his children was given his brother, James, many years ago to be invested. Mrs. Bradburn is said to have paid \$30,000 in settlement.

Harry S. Carroll has gone with John T. Fahey & Co., exporters, of Baltimore, Md., and is traveling in the territory tributary to that market, to develop a receiving business, which the firm has never before had. After a few months Mr. Carroll will remove to Baltimore.

The proposed amendment to the rules reducing the commission rate to ⅛ cent leaves the brokerage fee at 50 cents, instead of 62½ cents, as it was formerly. Commission merchants believe that the rate of 62½ cents gives the broker too large a percentage of the commission.

Since the old Galena Eltr. was demolished the Chicago & Northwestern Ry. has had no eltr. on its lines in Chicago; and in order to be on the same basis as other roads, the company is delivering grain to industries on connecting lines, where the rate is 6 cents or more per 100 pounds for the transportation.

"A Voice from the Grave on a Live Question," is the title of a printed circular issued by John Hill, Jr., and containing extracts from three addresses by Wm. T. Baker 10 years ago. Mr. Hill states that the Board of Trade has been throttled for years by the "elevator combine," and asks whether the young men of the Board are going to permit the corporations to destroy them.

Applications for admission to membership in the Board of Trade have been made by Fred S. Smith, DeWitt Clinton Clapp, Walter Cotter, Chester T. Van Wie and Wm. J. Thayer. The applications of Joseph W. Danforth, D. C. Clapp and F. S. Smith have been approved. The memberships of Truman H. Miner, C. D. W. Clapp, R. T. Sylvester, estate of John



F. Howard, John G. Aldridge, Wm. H. Moorhead and Daniel G. Brown have been sold.

That the dullness in speculative trade is by no means local is shown by the conditions at St. Louis, where the total transactions in wheat, corn and oats during the first hour after the opening on Friday, Nov. 23, did not exceed 70,000 bus., as observed by James Bennett of the Chicago Board during a visit to the Merchants' Exchange. In his estimate Mr. Bennett included the trade at the opening, which is the busiest time.

Albert Schwill & Co. have completed plans for an addition to their malt house of 750,000 bus. capacity, and will put in the foundation this winter. It will be built on the compartment system. The firm is considering the erection of additional tile storage tanks of 300,000 bus. capacity, but the plans have not been made, the approach of winter preventing their immediate construction.

The directors of the Board of Trade on Nov. 13 disapproved the petition to reduce the commission rate to  $\frac{1}{8}$ c per bu. The petitioners then obtained signatures to bring the number to 100, to force a vote on the proposition. The proposition has been voted down before, because many members believed the  $\frac{1}{8}$ c rate had not had a long enough trial. A vote on the proposition is to be taken in a few days.

The Milmine-Bodman Grain Co. has had the charter of the Nebraska corporation of that name dissolved, in order to continue its business here under the same name. The old company disposed of its line of country eltrs. in Nebraska two years ago and the name is no longer needed. As successors to the firm of Milmine, Bodman & Co. the business will be continued under the name Milmine-Bodman Grain Co., which is not incorporated.

"Members of the board seem to be all at sea as to whether it would be better for them to reduce the commission charge to the old figure or to maintain it at a quarter of a cent. Personally, I am convinced that people will not speculate until they have time to do so. The energies and attention of the great majority are now absorbed in manufacturing and merchandising. When these lines no longer demand all the time and attention of the people, they will seek the speculative markets for an opportunity to make profitable investments. The banks have more money than ever because the people seem to be making it faster than they can spend it. When persons desiring to speculate in grain want to invest, they will not stop to consider what the expense will be. The so called commission charged by the bucket-shops for holding the funds of gamblers who dare to bet with them is only one and the smallest of the costs incurred by those who bet on the market instead of buying or selling for delivery. Large profits are seldom obtained even when earned in a bucket-shop."

James E. Bennett, who is a director of the Board of Trade and chairman of its floor committee, originally one of the most vigorous opponents of the move for a higher commission rate, is now strenuously opposed to any change, and says, "If all of the business done on the Minneapolis Exchange on her busiest days were dropped into the pit here we would hardly know it was there. As for St. Louis, Kansas City, Duluth, New York and all other markets combined, the Chicago Open Board of Trade does

more business every day. It has as much influence on the trade here as any of the outside exchanges and occupies about the same position. All of them do their hedging with the Board of Trade here. If our market, however, could get 20 per cent of all of the business that is drifting into the bucket-shops we would have all that we could attend to. The reason that Minneapolis is showing wider fluctuations these days than Chicago is that it is more subject to manipulation because of its light stocks. The trade here has too vivid a memory of the light stocks and manipulation of the last few years to wish any return to them."

## IDAHO.

Sweetwater, Ida.—The Alexander Co. at this point, the Kettenbach Co. and the Vollmer-Clearwater Co. contemplate erecting eltrs. on the new railroad line now being laid from Cul-de-sac to Grangeville, at Vollmer, Kippen, Cottonwood, Ida. and Ferdinand. At different stations on the Nez Perce reservation the Indians market about 30,000 bus. of grain yearly, and the white men 2,000,000 bus. The white men delivered about 250,000 bus. to this station.—Peter Muench, agt.

## ILLINOIS.

Odell, Ill.—C. A. Vincent is painting his eltr.

Newman, Ill.—Wm. J. Roller is building an addition to his new eltr.

Weldon, Ill.—The L. F. Webb Grain Co. is building an addition to its eltr.

Dudley, Ill.—Rudy & Co. are repairing extensively their eltrs. here and at Redmon.

Symerton, Ill.—The safe in A. N. Hilton's eltr. was blown Nov. 9 and \$87 taken.

Van Petten, Ill.—The Van Petten Eltr. & Grain Co., incorporated, capital stock \$10,000.

East St. Louis, Ill.—The Clover Leaf is considering the construction of a large transfer eltr.

Monticello, Ill.—The Monticello Grain Co. reincorporated, capital stock increased from \$15,000 to \$30,000.

Farmingdale, Ill.—W. E. Hamey, formerly of Naples, has accepted the position as mgr. and treas. of the Farmers Co-op. Co.

Sullivan, Ill.—W. H. Barnes & Co. have bot the eltrs. at this place and Kirk Station formerly owned by E. B. Fidler & Co.

Litchfield, Ill.—C. B. Munday, of C. B. Munday & Co., was injured by a fall from the loft in his barn and is in a critical condition.

Poplar Grove, Ill.—The many friends in the trade of W. M. Webster will regret to learn that he has been laid up with a broken arm.

Barry, Ill.—The Barry Milling & Grain Co. incorporated, capital stock \$20,000; incorporators, R. E. Laughlin, W. A. Long and L. F. Bright.

Dakota, Ill.—The H. A. Hillmer Co. of Freeport has given the Younglove Construction Co., the contract for remodeling and repairing its eltr.

Lane, Ill.—Emerson Hartsock has bot the site of Dainson & Harsock's eltr., which was burned Oct. 14 and will erect at once a 20,000-bu. eltr., with steam power.

Tuscola, Ill.—F. M. Powell and John

Sipp, of Bourbon, have petitioned the city council for a permit to rebuild the eltr. of the Farmers Eltr. Co., burned Oct. 21.

Held, Varna P. O., Ill.—John Fehring, mgr. for the Hopewell Grain & Coal Co., was married in Peoria Nov. 3 to Miss Lewis of Henry. Mr. Fehring is mayor of Held.

Springfield, Ill.—The James L. Brainerd Grain Co. incorporated, capital stock \$25,000; incorporators James L. Brainerd, Cyrus O. Fletcher and Horace L. Wiggins.

A rate of \$2 per day has been made at the Auditorium Hotel, Chicago, for the 14th annual meeting of the Illinois Grain Dealers' Ass'n. If two in a room \$1.50 per day.

Mt. Pulaski, Ill.—Z. K. Wood, in the grain business here for many years, died Nov. 22, of paralysis. Mr. Wood had been in poor health for a year. He was 65 years old and is survived by a wife and 2 children.

Lewistown, Ill.—T. A. Brown's grain eltr. has been closed to satisfy a chattel mortgage held by his brother, Harvey R. Brown, for \$2,000. A second mortgage stands against the property and the courts will decide which is first to be satisfied.

Yorkville, Ill.—Jeter & Boston have bot F. W. Lord's eltr. which they have been operating under lease and will improve it by building an addition 20 ft. long, raising the whole structure to a greater height, placing a cement basement under it, and erecting a cupola.

The Illinois Manufacturers Ass'n will demand that Governor Deneen immediately appoint a railroad and warehouse commission. A Chicago grain commission firm has sent a letter to the trade for an amendment to the law prohibiting any one interested in the grain trade from becoming a member of the commission.

Garrett, Ill.—The directors of the defunct co-operative Garrett Grain & Coal Co. are held liable for \$15,000 of the concern's \$17,000 indebtedness, in the report by Master in Chancery Jones, made to Judge Philbrick Nov. 16. The suit was brot by the Citizens Bank of Garrett against the company to recover a note for \$5,000, another note for \$3,000 and an overdraft of \$5,500. Of the 13 directors of the company only one is exempted from liability.

Petersburg, Ill.—The Five Points Grain Co. is having a 15,000-bu. shelling house built by the Burrell Engineering & Construction Co. The building will be cribbed on a concrete foundation, with iron siding. Its equipment will include 25-h.p. Fairbanks-Morse Gasoline Engine, Constant Sheller, Western Shaker Cleaner, 2 dumps, 2 stands of elevators, Fairbanks wagon scale and Richardson Automatic Shipping scale. The engine house will be of brick and the office frame.

Decatur, Ill.—The Suffern-Hunt Starch Co. has let the contract to the Younglove Construction Co. for the erection of a storage and transfer eltr. of 100,000 bus. capacity to be completed by Feb. 15. The house will be of cribbed construction on a concrete foundation, the bins being 65 feet high, with a cupola 54 ft. high. The machinery will include a corn cleaner, eltrs. with 6x20-in. buckets and double power shovels, driven by electric induction motors, with rope drive to cupola. The 1,600-bu. Howe Hopper Scale will set on four 10x10-in. posts running down to concrete piers in the basement, so that the weights will not be

affected by the settling of the bins when loaded. A man lift will give ready access to the cupola.

The 14th annual Directory of Grain Dealers of Illinois for 1906-7 has just been issued by the Illinois Grain Dealers' Ass'n, S. W. Strong, secy., Pontiac, Ill. The directory contains a complete list of all the regular grain dealers in the state having eltr. facilities on railroads. A monthly bulletin of changes is to be issued, to keep the directory up to date. The list has the names arranged by roads, an x indicating a junction point, and a star membership in the Illinois Grain Dealers Ass'n, with initials showing switching outlets, if any. The alphabetic order of the roads is supplemented by an index of the lines. An index to the stations is arranged alphabetically making reference easy. A list is given of the companies operating more than one eltr. The arbitration rules, constitution and by-laws of the I. G. D. A. are given. The book is 5 $\frac{1}{8}$  x 8 $\frac{1}{2}$  in., comprises 232 pages, and is bound in a durable paper cover.

## INDIANA.

Liseton (no P. O.), Ind.—J. K. Kinckel, of Jamestown, has leased James Lain's eltr.

Ossian, Ind.—G. W. Patterson, employed in an eltr. here, fell recently fracturing 3 ribs.

Rock Hill, Christney P. O., Ind.—Jay Ray & Son are erecting an eltr. and transfer house.

Indianapolis, Ind.—Less than 7 per cent of the new corn inspected here is grading as high as No. 3.

Dublin, Ind.—Hicks and Hoffman will remodel their warehouse in the spring, installing an eltr., gasoline engine and feed grinder.

Portland, Ind.—The Haynes Milling Co., incorporated, capital stock \$12,000; incorporators Edw. M. Haynes, Daniel E. Faul and Wm. North.

Dayton, Ind.—F. Menefee of Oxford has bot and taken possession of the eltr. here of Finch & Freeman. The sale was made by John A. Rice.

Rockport, Ind.—Ray & Wilkinson have ordered materials and machinery for a large eltr. and warehouse which will be erected.

Arcadia, Ind.—Holleth-Winders Grain Co., incorporated, capital stock \$10,000; incorporators Jesse G. Winders, Byron P. Hollett and Elizabeth A. Hollett.

Indianapolis, Ind.—The Central Eltr. Co., of Cleveland, O., incorporated, capital stock \$500,000, of which \$66,666 is held here. J. T. Gehring is interested.

Hammond, Ind.—The Western Glucose Co. has begun construction of its factory, which is to have a capacity of 10,000 bus. corn daily, and to be completed in 6 months.

Ash Grove, Ind.—The Crabbs-Reynolds-Taylor Co. is erecting a 25,000-bu. eltr. here to replace the one burned, on the plan of the house just completed at Linden. The building is to be 72 ft. high, lap sided, equipped with Barnard & Leas machinery and a steam power plant.

Ambia, Ind.—The corn special train of the Lake Erie & Western road passing thru here Nov. 13 visited Tipton, LaPorte, Indianapolis, Muncie, Connersville, Rushville and a number of stations between. Professors Wiancko, Fisher and Christie lectured on the selection and storing of seed corn. Samples of seed

corn were shown and literature distributed.

Anderson, Ind.—Schalk Bros. have just installed a Skillin & Richards car loader and feel certain that they will be using it for loading new corn by Nov. 26th. Up to the present it has been a little soft. This firm is not a member of the Ice Trust, but it is conducting a very frosty business. Its "White Frost" flour is made by Henry J. Ice and sold by a traveling salesman by the name of M. T. Snow. If Joe were not such a warm blooded individual, these icicles would give him the shivers.

## INDIANAPOLIS LETTER.

New Ross, Ind.—Charles Wall, with the Advance Grain Co. for several years and James E. Martin, of Lebanon, have purchased and taken possession of John I. Powell's eltr. The firm name will be the New Ross Grain Co.

Freeland Park, Ind.—G. J. Weidner, of Independence, Ia., has bot Thompson Bros.' 100,000-bu. eltr. 2 residences and some land and will conduct the business under the firm name of the Weidner Grain Co. Mr. Thompson will return to his old home in Illinois.

Anderson, Ind.—The Union Grain & Coal Co., recently incorporated, is erecting a large eltr. plastered on the outside with cement, to have a fully equipped feed grinding department. In the eltr. will be installed a Hess Drier, cleaner and clipper. Power will be steam and an auxiliary gas engine.

Dinwiddie Station, Ind.—The Dinwiddie Grain Co. has erected an eltr. and equipped it with a Western Sheller and Cleaner and a Howe Gasoline Engine. C. E. Nichols, of Lowell, is interested in the company. Dinwiddie is a new station on the extension of the Chicago & Wabash Valley Ry. to Crown Point.—H.

## INDIAN TERRITORY.

Pryor Creek, I. T.—W. A. Graham's new eltr. is almost completed.

Porum, I. T.—The Western Grain & Eltr. Co., having purchased store room and engaged Mr. Miks as local agent, will transact business here.

Red Bird, I. T.—Jamison & Hannifin, of Broken Arrow, have completed their eltr. and are buying corn. Bower & Brown will postpone the erection of their eltr. until next summer.

## IOWA.

Marengo, Ia.—Geo. Baker has traded his eltr. for a farm in Missouri.

Dougherty, Ia.—J. E. Glaman is the new mgr. for the Farmers Eltr. Co.

Corwith, Ia.—Peter Hatterscheid is remodeling the old eltr. of the Peavey Eltr. Co.

Matlock, Ia.—The Western Eltr. Co. will increase the capacity of its eltr. to 30,000 bus.

Story City, Ia.—The Farmers Grain Co. has installed a 30-h.p. gasoline engine in its eltr.

Holland, Ia.—Henry Smith, of Parkersburg, will be the mgr. of the Farmers Eltr. Co.'s new eltr.

Humboldt, Ia.—The Farmers Eltr. Co. contemplates buying the eltr. of the Peavey Eltr. Co.

Breda, Ia.—Culbertson & Parsons, of Carroll, have purchased ground on which to erect their eltr.

Seney, Ia.—The Peavey Eltr. Co. has torn down its large corn crib to rebuild it at another location.

McPaul, Ia.—Madison Leeka, a farmer, has purchased the eltr. and corn cribs of E. W. Sheldon & Co.

Armstrong, Ia.—The Farmer Co-op. Eltr. Co.'s eltr. for which the Younglove Construction Co. had the contract, is completed.

West Bend, Ia.—Charles Mantz, of Elma, Ia., is the new mgr. for Gilchrist & Co. who recently bot the eltr. of Buell & Morse.

Iowa Falls, Ia.—Business is dull at the eltrs. in this vicinity at present as the farmers are gathering in their corn crop. —H. F. A.

Burdette, Ia.—Moon Bros. have purchased the eltr. and all the buildings of C. E. Cummings. They have taken possession of the eltr.

Dewar, Ia.—Follert & Emmert have placed \$1,000 worth of improvements on their eltr., installing an automatic weigher and a stand of eltrs.

Sutherland, Ia.—E. Mann, of Calumet, has purchased Henry Haines' eltr. taking possession Nov. 19. He will continue to run his eltr. at Calumet.

Council Bluffs, Ia.—M. R. Gundy, a carpenter working on the new eltr. of the Nye-Schneider-Fowler Co., fell from the top of the structure to the ground, dying instantly.

Underwood, Ia.—The Cavers-Von Dorn Eltr. Co., of Omaha, Neb., has succeeded J. E. Von Dorn here and Pogge & Flynn at Neola, where H. H. Pogge is managing the plant.

Neola, Ia.—J. D. Hannan, mgr., for the Wells-Hord Grain Co., is back weighing grain. Mr. Hannan recently ran for county auditor but the votes did not come his way strong enuf.

Gowrie, Ia.—The Wheeler Grain & Coal Co., of Ft. Dodge, is erecting an eltr. here, which with one at Harcourt will be a part of the chain of eltrs. which the company will have on the Ft. Dodge, Des Moines & Southern Ry.

Neola, Ia.—C. H. Cooper, of Council Bluffs, has leased the eltrs. of the Neola Eltr. Co. here, at Underwood and at Weston. He has completely overhauled the house here and secured E. T. Flynn, formerly of Pogge & Flynn, as mgr.

Council Bluffs, Ia.—The Cavers-Von Dorn Eltr. Co. which operates a number of eltrs. in Ia., has just completed and opened an up-to-date eltr. at Council Bluffs. Geo. C. Albee is the mgr. The officers of the company are: J. E. Von Dorn, pres. and J. A. Cavers, secy. and treas.

Sibley, Ia.—L. B. Spraker, of Lake Park, has bot the eltr. of the Peavey Eltr. Co. and will retain J. H. Luken as mgr. until next summer when he, removing here, will assume the management. Mr. Spraker was a number of years ago the mgr. for E. A. Brown at this place.

Lost Nation, Ia.—Phelps & Collipriest are making improvements which will cost about \$1,000. They are putting in a new driveway, completing a new wagon dump, changing some of the bins and lowering the eltrs. which will necessitate a lower pit with cement work to protect the boot.

Ames, Ia.—Courses in grain judging, horticulture, dairying, and domestic science will be given by the Iowa State College during the farmers' short course, Dec. 31 to Jan. 12. An entrance fee of \$3 will be charged to residents of Iowa, and \$5 for those from other states, which entitles each person to take either the



grain judging or the horticultural course in addition to the stock judging work. Special advanced classes will be held for those who have attended in previous years. Those who may wish to attend will be given full information on application to the Animal Husbandry Dept., Iowa State College, Ames, Ia.

Sioux City, Ia.—The Sioux City Terminal Eltr. Co. has decided to begin work in the spring on the construction of an eltr. of 200,000 bus. capacity. The pres. of the company is John Hornick, wholesale druggist; vice pres., H. J. Hut-ton, miller; secy., S. J. Johnson, whole-sale grocer; and treas., L. L. Kellogg, mgr. of the gas and electric light company.

Iowa Falls, Ia.—Northern Iowa is not nearly as good grain territory as it was once, in fact, it is pretty slim picking at some stations on account of local feeding and new railroads which have cut up the territory so badly that many eltrs. now handle but 25 to 35 cars a year, where they used to handle 400 to 800 cars a year. Very few ship more than 150 cars, but we are hoping for a better time to come.—F. M. L.

## KANSAS.

Goodland, Kan.—The Goodland Mill & Eltr. Co. incorporated, capital stock \$20,000.

Wichita, Kan.—The Kansas Mill & Eltr. Co.'s new mill and eltr. is almost completed.

Sherdahl, Kan.—Bert Ainsworth, of Rydal, has traded his eltr. to J. W. Berry for a farm.

Goodland, Kan.—The State Eltr. Co. will overhaul its eltr. next spring and double its capacity.

Bern, Kan.—G. W. Venner has traded some land for J. D. Infield's eltr. Jake Vanier has succeeded W. H. Harrison.

Glasco, Kan.—The Glasco Grain Co. has succeeded the Farmers Co-op. Co. and contemplates remodeling its eltr. in the spring.

Gerardy, Hanover P. O., Kan.—Herman Wessel has purchased the Duff Grain Co.'s eltrs. at this point and at Emmons.

Groveland, Kan.—The eltr. owned by Colburn Bros., of McPherson, collapsed Nov. 17, on account of being overloaded with wheat.

Augusta, Kan.—J. C. Haines & Co. have erected an eltr. on the site of eltr. burned 8 years ago and installed a Western Sheller and Cleaner.

Leavenworth, Kan.—The Tonganoxie Milling Co. has brot suit against the Union Pacific Railroad to recover \$420 for the loss of a carload of chops in the flood of 1903 at Kansas City.

St. Marys, Kan.—Byrnes & Co. have purchased the Hammerlund eltr. and will move it to Emmett where the business will be conducted by Byrnes & Feighney. John Feighney will have charge.

Chetopa, Kan.—A. B. Free has purchased the stock of the Chetopa Grain & Eltr. Co. and is running the business. The eltr. belongs to Mr. Farquaharson and Mr. Breese has returned to Wichita.

Girard, Kan.—Morrow & Taaffe's eltr. containing about 3,500 bus. of corn and considerable wheat, burned Nov. 10. The loss is about \$5,000, with \$2,000 insurance. In place of the destroyed plant the firm will erect a 10,000-bu. crib eltr. with corn grinder and possibly corn meal

plant in connection. Gasoline power will be used.

Kansas City, Kan.—The Atchison, Topeka & Santa Fe Ry. has purchased from the Grant W. Kenney Grain Co. for \$8,000 the site of the Argentine Eltr., burned 2 years ago, and will move its ½ million-bu. eltr. on the newly purchased ground.

Topeka, Kan.—J. W. Radford, state grain inspector, reports \$4,445 received during October in inspection fees. Of this amount \$864 was not paid to the state, since fees to that amount are involved in the suit brought against Mr. Radford by the Midland Eltr. Co. to invalidate the grain inspection law.

## KENTUCKY.

Richmond, Ky.—Smoke from a burning barn recently damaged 30,000 bus. of wheat in the eltr. of the J. W. Zaring Grain & Mill Co.

## LOUISIANA.

New Orleans, La.—Automatic scales for even weight sacks are being installed by the Illinois Central Railroad in Eltr. C.

## MARYLAND.

Baltimore, Md.—The advance in the price of No. 1 timothy hay to about \$4 above what it usually sells for is credited by C. Bosley Littig to the light rainfall in the spring, by reason of which scarcely more than half a crop was raised in near-by sections.

Baltimore, Md.—The Chamber of Commerce has adopted a rule that all grain, except grain in transit shipped on thru Bs/L to foreign ports and not handled by members, shall be weighed under the supervision of the weighing committee, on arrival, outward weighing to be done when requested. The fee is 50c per car, and 45c per 1,000 bus. from boats. For weighing out the fee is 25c per 1,000 bus.

Baltimore, Md.—All the European correspondents of local grain firms have been mailed a circular issued by the Chamber of Commerce to call attention to the government grain inspection laboratory. Shipments from Baltimore as examined by government officials on arrival in Europe show a smaller percentage of damage than shipments from other ports, and the damage is confined principally to holds, adjoining boilers and engine rooms. The government is assisting the inspection department of the Chamber of Commerce, and the only certificate issued is that of the Chamber of Commerce, as heretofore.

## MICHIGAN.

St. Johns, Mich.—John F. Parr has succeeded McKnight & Parr.

Custer, Mich.—McGugan & Wing have bot the mill of the Custer Milling Co.

Frankenmuth, Mich.—The Star of the West Milling Co. has erected a large eltr.

Dexter, Mich.—The stockbridge Eltr. Co. has leased an eltr. and will open it at once.

Eaton Rapids, Mich.—Strong & Mix are building a private office in connection with their eltr.

Detroit, Mich.—A shortage of only 1½ bus. was found when unloading the steamer W. M. Egan's cargo of 84,000 bus. wheat at the Michigan Central Eltr.—B.

Battle Creek, Mich.—The Quaker Oats Co. has let the contract to the Barnett &

Record Co. for the erection of 4 small tile grain storage tanks of 35,000 bus. capacity.

Midland, Mich.—An immense hole the entire length of the grain eltr. of the Reardon Bros. Mercantile Co. was torn by a coal car being backed into the yards. Fifty girl bean pickers narrowly escaped serious injury from the flying splinters. The car that did the damage was extra wide.

## MINNEAPOLIS.

The Spencer-Kellogg Co., of Buffalo, N. Y., will erect a linseed oil mill here, installing 36 presses.

Two of the leading dealers in barley are competing strongly for the grain, making the local market very active at a high level of prices.

George E. Marcy, of the Armour Grain Co., has applied for membership in the Chamber of Commerce. A. I. Valentine, formerly the head of the Armour Grain Co., has transferred his membership to Mr. Marcy.

Some of our larger mills have actually been compelled to shut down because of inability to secure desirable wheat at prices enabling them to compete with the smaller interior and the southwestern mills. Under the new rate law the small mills have transportation facilities equal to those of the larger mills, they can run much cheaper, and therefore have a big advantage. The new rate law has certainly distributed the flour milling trade of the Northwest.—G. Parker Harding of E. S. Woodworth & Co.

## MINNESOTA.

Appleton, Minn.—The W. J. Jennison Co.'s eltr. is nearly completed.

Green Isle, Minn.—Dan Sweeney has purchased the Great Western Eltr. Co.'s eltr.

Osakis, Minn.—I have bot the Thorpe Eltr. Co.'s grain and coal business.—H. E. Gingery.

Pratt, Minn.—The Sheffield Mill & Eltr. Co. has reshingled its eltr. and warehouse.

Westport, Minn.—We have built an eltr. and coal sheds on the N. P. Ry.—Lee & Gingery Co.

Duluth, Minn.—The Board of Trade contemplates raising the trading room part of its building 1 story at a cost of \$50,000.

Mankato, Minn.—C. J. Byrnes, of Wells, has purchased and will take possession of the grain business of S. H. Grannis May 1.

Hutchinson, Minn.—S. N. Leerskov, agt. for the State Eltr. Co., has resigned his position on account of failing health and will go west.

Windom, Minn.—The St. John Grain Co. will operate the old McGregor Eltr. in connection with its house, Mr. Kirk being in charge of both houses.

Duluth, Minn.—The Grain Producers Eltr. Co. incorporated, \$200,000 capital stock; incorporators, Chas. Barta of Superior, Wis., Edward B. Kenefic of Duluth, Wm. C. Fairbanks of Lakota, N. D., and Ferdinand Schindele of Dinsmore, N. D.

St. Paul, Minn.—C. A. Severance, atty. for most of the railroads at this city and atty. for the government in the Standard Oil case, recently requested a ruling of the state railroad and warehouse commission that complaints of shippers have no

standing unless the freight bills have first been paid.

Luverne, Minn.—A meeting of the Tri-State Grain Dealers Ass'n was held here recently to discuss the different systems of dockage and the new grain storage law. Among those present were J. J. Quinn, sec. of the ass'n, Minneapolis; S. M. Granger, agent for Hubbard & Palmer, Adrian; A. Rothschild, of the D. Rothschild Grain Co., Davenport; C. F. Hahn, of the American Grain Co., Sibley; J. H. Ferrich, of the Sioux Grain Co., Sioux Falls; J. C. Hull, of Northwestern Eltr. Co., Willmar; W. V. Harrington, of the Harrington Grain Co., Pipestone; Geo. Wohlher, of the Wohlher Co., Fairmont; J. G. Walters, of the Plymouth Eltr. Co., Sioux Falls; H. S. Gregg, of Gregg & Zeiman, Estherville; C. W. Christianson, Rushmore; J. J. LaDue, of the Hubbard & Palmer Co., Mankato; and E. A. Brown, K. W. Jarago, Geo. Farrell, M. Ryan and Frank O'Heran, of this city.

### MISSOURI.

Lee's Summit, Mo.—E. P. Clark, of Chickasha, I. T., has bot J. D. Infield's eltr.

Clinton, Mo.—John H. Walker has bot C. M. Markle's grain and implement business.

St. Louis, Mo.—H. H. Churchill will represent the Cottingham Grain Co., on the Merchants' Exchange.

Windsor, Mo.—John Bowen of the Bowen Coal Co. is erecting an eltr. on the Rock Island right of way.

St. Joseph, Mo.—W. H. Harroun, who was convicted of forging Bs/L and given 5 years in prison, has obtained a remandment of his case and will have a new trial.

St. Louis, Mo.—Thomas E. Martin, formerly cash grain salesman for Sherry-Bacon Grain Co., has accepted a similar position for Annan, Burg & Co. on 'change.

St. Louis, Mo.—An agricultural lecture train will be run thru southern Missouri. The railroad officials are being assisted by Mark A. Carleton, cerealist of the Dept. of Agri.

St. Louis, Mo.—E. A. Witter is the new mgr. of the branch of the Chapin Grain Co. here, succeeding John E. Geraghty, who has removed to Minneapolis to become pres. of the Northwestern Feed Co.

Kansas City, Mo.—The Thresher-Fuller Grain Co. incorporated, capital stock \$25,000; incorporators, R. J. Thresher, L. A. Fuller, C. H. Manning, H. J. Smith, Felicie Thresher, Ada Fuller and R. C. Menefee.

St. Louis, Mo.—Geo. H. Plant, pres. of the Geo. P. Plant Milling Co., is being urged by his many friends to be a candidate for the office of pres. of the Merchants Exchange. The annual election is to be held Jan. 2.

St. Louis, Mo.—Reuben Oglesby was elected a member of the Missouri State Board of Railroad and Warehouse Commissioners, and it is thought that the new board will make changes in the personnel of the inspection department.

St. Louis, Mo.—The rule of the Merchants' Exchange providing for delivery of hard as well as red winter wheat on regular contracts remains unchanged, the members on Nov. 12 voting 392 for and 226 against, lacking 20 votes of the necessary two-thirds.

St. Louis, Mo.—The directors of the Merchants' Exchange are considering a

proposition offered by L. C. Breed that the Exchange appoint a supervisor to watch the inspection of grain by the state authorities, with a view to discharge of inspectors who are careless or incompetent.

St. Louis, Mo.—It is suggested that the Merchants Exchange do away with irregularities of inspection by adopting standard grades of its own, to form the contract stocks in the eltr., limiting the regular houses to those which recognize the grades of the Exchange.

Kansas City, Mo.—The Burlington road has given notice that it will refuse re-consigning orders for the delivery of its cars to the Missouri Pacific, which it claims is misusing its equipment, when sent to industries on the line of the latter. The fact that the Burlington has just completed its own eltr. probably led to this drastic action, since it is now in a position to handle its own grain shipments.

### MONTANA.

Billings, Mont.—The A. L. Babcock Hardware Co. will erect a 100,000-bu. eltr. at this point and several in the Yellow-Stone and Clark's Fork valleys. The company also contemplates building a large flour mill here.

### NEBRASKA.

Omaha, Neb.—The Heald Grain Co. has discontinued business.

Wahoo, Neb.—I have bot the Lincoln Grain Co.'s eltr.—H. L. Aden.

Elba, Neb.—E. M. Brass is erecting an eltr. E. H. Cramer has the contract.

Superior, Neb.—The Kansas Grain Co. has opened its eltr. with Clyde Goodall in charge.

Edison, Neb.—The Farmers Eltr. Co.'s new eltr. is now in operation. Mr. Baldwin is mgr.

Omaha, Neb.—G. W. Wattles has been elected pres. by the directors of the Grain Exchange.

Polk (no P. O.), Neb.—The Platte Grain Co., of Lexington, contemplates erecting an eltr. here.

Stromsberg, Neb.—The T. B. Hord Grain Co. and the Leflang Eltr. Co. contemplate erecting eltrs.

De Witt, Neb.—G. W. Warner, of Beatrice, has bot W. W. Barneby's eltr. Will Snyder will have charge.

Imperial, Neb.—F. G. Krotter & Co. have purchased the J. M. Sewell Co.'s eltr. Gus Einspahr is mgr.

Columbus, Neb.—The Farmers Grain & Stock Co., of Humphrey, has bought the Omaha Eltr. Co.'s eltr. here.

Wahoo, Neb.—John Dolezal is rebuilding the eltr. he recently bot of the Westbrook-Gibbons Grain Co.

Scribner, Neb.—Cornelius Schwein has succeeded Adolph Schroedter as mgr. of the Farmers Grain & Stock Co.

Omaha, Neb.—Steinhardt & Co., grain exporters of New Orleans, La., are now represented here by E. E. Huntley.

Omaha, Neb.—The Grain Exchange has received a proposition to remove the Brandeis block, which is being erected.

Talmage, Neb.—J. F. Dakin, mgr. for the A. J. Denton Grain Co. at Douglas, will succeed Roland Peterson as agt. here.

Scotia, Neb.—The Weekes Grain & Live Stock Co. incorporated, capital stock \$30,000; incorporators, W. B., E. T. and E. B. Weekes.

Exeter, Neb.—The residence of S. G. Manning, agt., Trans-Mississippi Grain Co., burned Nov. 18. The loss was covered by insurance.

Walton, Neb.—E. E. Day, of Weeping Water, has sold his eltr. here to Wilson & Son, who will remodel the building and equip it with new machinery.

Franklin, Neb.—L. E. Furry & Sons have traded their eltr. for some land in Hitchcock to W. J. Clapp, who is not expected to take possession until Jan. 1.

Humphrey, Neb.—The Omaha Eltr. Co. has purchased 5 acres of land 3½ miles north of this point, on which to erect an eltr. O'Shea Bros. will also build an eltr.

Hordville (no P. O.), Hamilton county, Neb.—The Farmers Grain & Stock Co. incorporated, capital stock \$20,000; incorporators, James F. Conner, Geo. C. Grosvenor and others.

Omaha, Neb.—F. D. Day & Co., identified with the National Board of Trade's aggregation of alleged bucket-shops, closed their shop Nov. 17. Some victims are said to be heavy losers.

Central City, Neb.—John Hutchinson, with the Wells Grain Co. at Cedar Rapids, Ia., since the division of the Wells-Hord Grain Co., has accepted the position as auditor of the T. B. Hord Grain Co. here.

Omaha, Neb.—Geo. C. Johnson and J. R. Morris are in charge of the new office opened by the Nye-Schneider-Fowler Co., whose new 1,000,000-bu. eltr. will be ready for business in a few weeks. T. C. Manning will be the supt.

Wood River, Neb.—The Conrad Grain Co.'s property is owned by the Conrad Grain & Eltr. Co., in which the only stockholders are Geo. W. Conrad, S. E. Conrad, M. L. Wiseman, F. W. Ashton, H. S. Eaton, O. W. Eaton and E. L. Thelen.

Omaha, Neb.—Nels B. Updike, F. S. Cowgill and E. P. Peck each voted proxies at the election of three directors of the Grain Exchange Nov. 14, with the result that G. W. Wattles, F. P. Kirkendall and S. A. McWhorter were chosen directors to succeed themselves by votes of 127, 125 and 123 respectively, C. F. Davis, on whom the opposition concentrated its votes, receiving but 83, tho those for him had the privilege of casting three votes for him. As less than two score of the 162 members are directly interested in the grain business, and to give the control of the Exchange to the active members, it is proposed to do away with voting by proxy.

Omaha, Neb.—The Grain Exchange recently adopted resolutions declaring that the Chicago, Milwaukee & St. Paul; Chicago & Northwestern; Chicago, St. Paul, Minneapolis and Omaha, and the Great Northern are discriminating against Omaha in favor of Minneapolis on the north, and on the west the Chicago & Northwestern and Burlington, in favor of Chicago, and on the south and southwest, the Union Pacific, Burlington, St. Joseph & Grand Island and Missouri Pacific, in favor of Kansas City. It is resolved that action be taken at once to attack these discriminating rates and exorbitant charges whenever counsel may advise.

### NEBRASKA LETTER.

Lincoln.—The fifth annual winter corn show conducted by the Nebraska Corn Improvers' ass'n will be held at Lincoln January 14 to 18.

Omaha.—Fred Fear of New York City



is here to determine the advisability of erecting a 600-brl. oatmeal and 100-brl. cornmeal plant which he proposes to erect in this section. He is negotiating with the Omaha Commercial Club.

Lincoln.—County Attorney Caldwell has filed in the state supreme court a brief in support of his motion for a rehearing in the Central Granaries assessment case. This is the case in which the supreme court upheld Secretary Bennett's plan of assessing grain elevators on the average amount of capital invested during the year.

Omaha.—Wheat to the amount of 450,000 bus. has been shipped to Minneapolis millers this week by two local eltrs. Local grain dealers report the Minneapolis people bidding strong for Nebraska winter wheat, with many acceptances here as a result. Chicago firms are also after the business and are getting good acceptances.—R. A. M.

## NEW ENGLAND.

Boston, Mass.—Stephen M. Grant died, Oct. 21, of a complication of diseases at his home in Brookline, leaving a wife and 2 children. He had been in the grain business for 30 years, retiring in 1904.

Boston, Mass.—The arbitration committee of the Chamber of Commerce recently decided in favor of Thomas Ronald in a claim against him by the Wilson Line for the value of cargo space which Mr. Ronald was unable to fill because the grain did not arrive from Buffalo in time.

Hallowell, Me.—During the early years of the old firm of Leigh & Wingate grain was shipped from this state to New York. Now such a thing is unknown and all the shipments are from the West, indeed all the farmers here depend upon western grain and feed. The grain, feed and flour business is good and the demand for cotton seed meal and oil exceeds the supply thus far. Good crop of hay this year, that is selling at \$11 to \$12 per ton.—F. S. Wingate.

## NEW YORK.

Holley, N. Y.—James H. Smith died Nov. 8 of pneumonia. He was 67 years old.

New York, N. Y.—The annual dinner of the New York Hay Exchange Ass'n and the Retailers Hay & Grain Ass'n was held Nov. 24 at the hotel Astor.

Brooklyn, N. Y.—John Lambert, who had flooded the west with circulars, pretending to do a grain and hay business, is not to be given at the address given.

Brooklyn, N. Y.—The Erie Basin Stores have given notice to the Produce Exchange that the rate of storage will be advanced from  $\frac{3}{4}$  to  $\frac{3}{8}$ c after Dec. 1.

Buffalo, N. Y.—The Eastern Eltr. recently unloaded 198,000 bus. of flaxseed from the steamer J. T. Hutchinson in 9 hours, which is considered a good record.

Buffalo, N. Y.—The Spencer Kellogg Co. has purchased the Coatsworth Eltr., a wooden house of 750,000 bus. capacity, and will erect a linseed oil mill behind the eltr. Possession will be given Apr. 1, after which the house will be known as Kellogg B. The house will be operated in competition with the elevator pool, which Kellogg has fought for years and beaten in the courts. It is rumored that Mr. Kellogg will erect a steel eltr. next year.

New York, N. Y.—The Seele reciprocal demurrage bill which was vetoed by

the governor, is to be brot up again in the state assembly. The bill provides that cars are to be furnished shippers within 4 days of application under penalty of \$1 for each day's delay; and the loaded car must be transported 50 miles per day. Prompt notice must be given of arrival of consignments, and cars must be promptly placed. The shipper is given 48 and 60 hours free time for unloading cars, on cars containing more or less, respectively, than 20 tons. On cars not loaded in the free time the road is permitted to charge \$1 per day demurrage.

## BUFFALO LETTER.

Grain dealers say that the tendency of the grain market is to improve, but there is not much use of doing anything in it, for the transportation is not to be depended upon.

It is reported from the West that shippers there are in despair of doing anything over this lake-and-rail route hereafter, as it stands now, with the roads falling down here as they have done lately.

The grain inspectors are very busy just now, as there is a great run of car corn coming thru from the West, some days amounting to considerably more than 100 cars. With a good showing of oats the total is heavy.

The grain center is in anything but a hopeful condition and will not try to do much more than a hand-to-mouth business, just to keep in sight of the trade that used to be done, till there are more cars to move grain in. The situation is very discouraging.

The carpenters have possession of the greater part of the grain offices of Pratt & Co. and the Husted Co., as they are moving over into the new part of the Chamber of Commerce building, having taken additional space adjoining their offices on the 8th floor.

Western grain shippers are sticking to a car when they can get it. It would be very foolish to let a car of grain go to an eltr. on the upper lakes, to be hung up when it arrives here by lake. So the car is sent thru to destination, even if the rate is higher than by lake and rail.

The great strength of the market is in feed, which is having a run not known before at this time of the year. Flour millers speak of this feature as their salvation, as it is hard to get any profit out of wheat otherwise. With the eastern farmer raising more stuff than ever before the stiffness of feed is hard to explain.

The Electric Milling & Eltr. Co. is waiting for more space, which is to be obtained by cutting through the walls of the present office and adding to it from the new part of the building. The company has finished its warehouse enlargement and is now much better prepared to do a large feed business. Car shortage makes space very valuable.

The operations of the little canal fleet show a great need of the barge canal. With even a fair increase of water facilities this grain route need not be starved out every fall. Some new canal boats are coming out and their earnings at 5 cents on wheat to New York on a single trip would gross the owner about 13 per cent of their cost.

The new Monarch Eltr., built on the site of the fallen Ontario, is now running, beginning on barley. It has a capacity of 500,000 and seems to have escaped the usual break-downs at the outset. If A. J. Wheeler, the owner, re-

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builds the burned Wheeler Eltr., as he is thinking of doing, the added capacity in Buffalo harbor of late will reach several million bus.

The fine new addition to the Chamber of Commerce building is soon to be ready for use and a good part of it is already rented. Chairman Hefford of the building committee reports that the Lehigh Valley Railroad rented an entire floor the other day. There is prospect of the lower floor being taken by a prominent bank. It will be some weeks, though, before the elevators and all conveniences are ready.—J. C.

## NORTH DAKOTA.

Dunseith, N. D.—Jack Taylor is erecting an eltr.

Gunthorp, N. D.—The Thorpe Eltr. Co. will build an addition to its eltr.

Omeme, N. D.—Wm. E. Cole has moved his eltr. to the Soo Ry. yards.

Galesburg, N. D.—The Minnesota & Western Grain Co. is building an addition to its eltr.

Minot, N. D.—The Minot Milling Co. contemplates erecting an eltr. in connection with the mill next spring.

Starkweather, N. D.—The Farmers Grain Co. reincorporated, capital stock increased from \$100,000 to \$250,000.

Wahalla, N. D.—The Wahalla Milling Co. has just completed a 50,000-bu. eltr. in addition to its 15,000-bu. house.

Fairdale, N. D.—The Atlantic Eltr. Co., on account of the car shortage, is obliged to erect a large bin for wheat storage.

Balfour, N. D.—The Royal Eltr. Co. is emptying its eltr. into a bin built beside it. The company contemplates erecting a permanent, 25x40 ft. bin.

Napoleon, N. D.—The Napoleon Eltr. Co. incorporated, capital stock \$25,000; incorporators, C. L. Merrick, L. G. Schuler and N. C. Young of Fargo.

Kulm, N. D.—The Standard Eltr. Co. incorporated; capital stock \$60,000; incorporators, James B. Sharpe, Charles Pruetz and Peter C. Burfening.

Lakota, N. D.—The Farmers Grain Co. has recently opened a house at Tholna, with Harry Knauss as mgr., and one at Pekin managed by Henry Deehr.

Souris, N. D.—Emil Nelson, mgr. for the Imperial Eltr. Co. at Bottineau, has bot the eltr. of A. L. Foster, who will move to Lethbridge, where he has large farming interests.

Merrifield, N. D.—The Merrifield Farmers' Eltr. Co. incorporated the latter part of August, will begin the transaction of business in time for next season's crop.—B. O. Berthenson, secy.

Cole Harbor, N. D.—The Homestead Eltr. Co., of Minneapolis, has bot the plant of the Koenig Eltr. Co. I have been with the Lyon Eltr. Co. here three months, coming from Harvey, N. D.—G. J. Miller, agt.

McVillie, N. D.—We have completed our 30,000-bu. eltr. and in 2 weeks have filled it. Owing to the fine weather the farmers have been marketing their grain faster than we could get cars to load out. It has not been so difficult to get cars as we are on the new Devil's Lake-Aneta extension of the Great Northern Ry. We have been lucky in getting cars used in construction work otherwise we would have been as badly off as those on the main line.—Harry M. Case, mgr., Ols-gard Eltr. Co.

Casselton, N. D.—The 50,000-bu. working eltr. built by the Chaffee-Miller Milling Co. is completed and open for business. Andrew Weis of Morton, Minn., is the superintendent. This eltr. is operated from the steam plant in connection with the mill and is also equipped with a 25-h.p. Fairbanks-Morse Gasoline Engine to be used in the event of a shut down in the mill. The house has a Fairbanks Dump Scale and a 500-bu. hopper scale, a large Monitor Separator, scourer, a car puller and a double power shovel, Day System of dust collectors, four stand of eltrs. and an independent system for taking care of the screenings. The mill being built by this company is nearing completion and will be in operation about the middle of December.—Chaffee-Miller Milling Co.

## OHIO.

Belmore, O.—G. O. Cruikshank has bot the site of an eltr. recently burned and will put up a plant.

Wengerlawn, O.—I have sold my eltr. to J. B. Wismer, who took possession Nov. 19.—J. W. Beck.

Edison, O.—We are going to build an up to date eltr. converting our old one into a hay barn this winter.—Hildebrand & Blair.

Lima, O.—A. E. Clutter of Clutter & Long, has gone to Los Angeles, Cal., via Chicago, Kansas City and Arkansas, where he will spend the winter.

Cincinnati, O.—The Cincinnati Grain Co., whose plant burned Sept. 15, will rebuild, but the plans have not yet been definitely made nor the site selected.

Springfield, O.—Miss Mabel Burk, youngest daughter of Col. John Burk, pres. of the Millers National Federation, was married, Nov. 17, to R. D. Patton.

Deshler, O.—M. R. Brooks, of the Farmers Grain Co. and pres. of the City Bank, has sold his interests in both concerns to his partners, A. J. Miehl and W. S. Gehrett.

St. Marys, O.—The sale of the eltr. here to McMorran Bros. Grain Co. was made thru our advertisement of eltr. for sale in the Grain Dealers Journal.—Northern Iowa Land Co.

Cleveland, O.—Chas. A. Cook has bot suit against the Cleveland Linseed Oil Co. for an accounting from the other stockholders who sold the concern several years ago to the American Linseed Oil Co.

Middletown, O.—A scooper named Daniel Snyder is buying corn on the main line of the C., H. & D. from this point. He is shipping ear corn to Cincinnati. He has no facilities whatever, nor even scales.

Maumee, O.—Jay W. Gillett, one of the pioneers of this valley, was buried here Nov. 12. He operated several grain eltrs. and a line of canal boats between Toledo and Cincinnati during the Civil war.

Pleasant Hill, O.—The Myers & Patty Co. has bot suit against the C., H. & D. R. R. Co. to recover \$7,500 damages for discrimination in favor of Samuel Rudy of Covington in the supply of cars for loading with grain.

Cincinnati, O.—Christ Klais, employed in a brewery here, was smothered to death recently, having fallen into a large barley hopper. His hand caught in the valve controlling the outlet and it was a half hour before the body could be removed.

Columbus, O.—The Norfolk & Western Ry. has made a switching charge of \$2 per car on all lines entering this city except the T. & O. C. and the Hocking Valley, the charge for switching from these roads being \$2.50. The new tariff throws open the terminals to both intrastate and interstate shipments.

Toledo, O.—A deodorizer is being installed in the plant of the Toledo Salvage Co. to remove the smell of the air coming from its driers when the moisture is being taken out of the wet grain. The device is a coil of pipe heated by a furnace. Passing the air thru the hot piping is said to destroy the odor.

Hamilton, O.—Alfred Crawford, a laborer in the eltr. of Anderson & Shaffer, fell into a bin containing 6,000 bus. of wheat, recently, and his fellow workmen were obliged to shovel grain for 11 hours to extricate him. The wheat was up to his neck and his life was frequently despaired of. When rescued Crawford fainted.

## OHIO LETTER.

Kennard, Mingo, P. O., O.—Ed H. Wilson is mgr. for H. A. Dillon.

Grover Hill, O.—The McMillan Grain Co. has sold its eltrs. here and at Roselms to Davidson & Owens.

Dunkirk, O.—C. Friedly has bot F. M. Robinson's eltr. and now runs both eltrs. at this point, and is the only regular dealer.

Melrose, O.—John Wickenhiser & Co. have installed a 20-h.p. gasoline engine to replace their steam plant, which has been dismantled.

Weavers Station, O.—J. W. Owens has sold ½ interest in his eltr. to Robt. Davidson. The firm name is now Davidson & Owens.

Goodwin, O.—John Wickenhiser & Co. have constructed a corn crib attached to their eltr., having capacity of 12,000 bus. of ear corn or 18,000 bus. of oats.—O.

The dealers in the northwestern part of this state who have shipped considerable new corn, report that the best results have been obtained at the Buffalo market. The corn grading "steamer" brings a much better price than at markets where drying is resorted to in an effort to obtain a better grade, and the expense of drying and shrinkage is charged to the shipper.—O.

## TOLEDO LETTER.

The Paddock-Hodge Co. made the first shipment of corn by water from this port last week. There was 16,000 bus. in the cargo, which was shipped to Kingston, Can.

Corn is moving much better than it did, nearly 300 cars having been received up to the 23d. About as much has been received the past week as was received during the previous 5 weeks or since the receipt of the first car of new corn on this market.

The car situation remains unchanged. Archie Gassaway, secy of the exchange, stated that the local grain men could use 100 cars or more a day for the next month or six weeks. It is argued that the movement of holiday goods is practically out of the way, and that farm products, such as potatoes, cabbage, apples, sugar beets, etc., have in the main portion been moved to their destinations, and that from now on cars ought to be more plentiful. James Hodge, of the Paddock-Hodge Co., stated that it was not so much a scarcity of cars as it is in limited



terminal facilities that are and have been causing congested conditions.—D.

## OKLAHOMA

Gracemont, Okla.—The Lawton Mill & Eltr. Co. has completed an eltr. costing \$5,500.

Hobart, Okla.—The E. H. Linzee Grain Co. has sold its eltr. on the Frisco Ry. to the Farmers Union Grain Co. and has installed a shuck sheller in its house on the R. I. Ry.

Hobart, Okla.—The Hobart Mill & Eltr. Co. has completed and is operating its 50,000 bu. eltr.

Shattuck, Okla.—W. O. Hutchinson's eltr. is well under way and will be under the management of A. J. Charmasson.

Enid, Okla.—Grain dealers as individuals contemplate bringing suit against the railroads under the demurrage law passed by the last legislature, for failure to supply cars. It is said the roads are keeping the cars in Texas on account of the rigid enforcement of the Texas law providing a heavy penalty for failure to furnish cars.

Oklahoma City, Okla.—The Capital Grain & Stock Co. incorporated, \$100,000 capital stock; incorporators, A. E. Stinson, D. D. Cotterall, Newkirk; J. B. Norton, Red Rock; J. B. Hutchins and D. J. Donohue, Ponca City; J. C. Piersol, Marshall, and Wm. Randels, Enid. The company will control a line of eltrs. on the Santa Fe Ry. in northern Oklahoma and will erect one costing \$35,000 on ground recently purchased.

Kingfisher, Okla.—In dismissing the injunction suits brot to stop the business of the dealers in grain and lumber Judge Irwin held that the county attorney has no statutory power to bring an action for injunction in the name of the territory on information and belief without furnishing an injunction bond, except in those cases in which the action is brought to restrain a public nuisance. The combining for the maintenance of prices or in restraint of competition does not come within the statutory definition of a nuisance.

Recent reports in the insurance papers are to the effect that the insurance department of the present Oklahoma Ty. proposes to arrest and fine the representatives of every mutual insurance company that can be found, and goes further to include the adjuster who is in the territory for the purpose of settling and paying to its citizens money that will off-set the misfortune of a loss. Efforts to molest the adjusters, and deprive the citizens of a good settlement was tried in Colorado by the stock companies and defeated.

Stock fire insurance companies are continually using every legitimate and illegitimate influence to defeat mutual competition. For illustration, a few years ago they had passed, in Kansas, a law to tax the property owner 10% of the premium, if he used a mutual company of any other state. This was a problem to the property owner, as he must pay the tax which increased his cost for insurance. However, the millers mutuals took up the matter and through a suit brought against Mr. Thos. Page of Topeka, had the law declared unconstitutional.

## PENNSYLVANIA.

Philadelphia, Pa.—E. L. Shute's eltr. burned Nov. 13, causing a loss of \$20,000. The origin of the fire is a mystery.

Erie, Pa.—On account of the shortage

of cars for eastern shipment the railroad eltrs. here have more grain in store than for years.

Philadelphia, Pa.—John D. Shanahan, formerly chief grain inspector at Buffalo and now supt. of the plant industry bureau at Washington, held conference here Nov. 20 with prominent grain shippers. It is proposed that the Commercial Exchange build the laboratory, which will greatly benefit local grain shippers who will then be able to judge accurately the condition and quality of the grain received from the west and exported.

Philadelphia, Pa.—The sub-committee of the Commercial Exchange, composed of George G. Omerly and L. G. Graff, Jr., which has been striving to induce the Pennsylvania Railroad to provide adequate grain handling facilities, recently obtained the promise of two additional barges, a floating eltr., the patching up of the old eltrs. at the foot of Girard Point and Washington Av., and to permit 1,000 loaded cars to remain on its tracks if the eltr. becomes full. It is promised that no embargo will be placed on the port. Aside from the concessions to the committee, the company will erect a drier at the Keystone Eltr. and expend \$8,000 additional on other improvements at this house.

## PHILADELPHIA LETTER.

With the beginning of all rail shipments upon the close of lake navigation, Philadelphia grain exporters expect to get a larger portion of the trade.

During the past few days several steamers have been chartered to load full cargoes of grain at Philadelphia, for the Mediterranean ports but all these fixtures were for the discharging port, and not to go east of the west coast of Italy.

Another attack is to be made upon the Pennsylvania railroad authorities by the grain men who demand in addition to the concessions offered, complete grain drying, cleaning and mixing plants of the most modern kinds be erected at once and they will not let up on the agitation until this request is granted.

The car shortage is still restricting the grain exports from this city. During October 1,000 cars of grain were received here from Buffalo against 5,500 sent to New York. For the week ending Nov. 3 grain receipts were, 2,131,448 bus. at New York, and only 347,656 bus. here.—S. R. E.

## SOUTH DAKOTA.

Garretson, S. D.—E. A. Brown is erecting an eltr.

Osceola, S. D.—The Atlas Eltr. Co. will erect an eltr.

Tripps, S. D.—The Farmers Eltr. Co. incorporated, capital stock \$10,000.

Columbia, S. D.—The Eagle Roller Mill Co.'s eltr. is now in operation under the management of John Moes.

Esmond, S. D.—A. N. Barber has completed and is operating an eltr. built by the Younglove Construction Co.

Goodwin, S. D.—The Farmers Eltr. Co. has erected an 18,000-bu. eltr. The Younglove Construction Co. did the work.

Stickney, Plankinton P. O., S. D.—O. J. Aaker, of Flandreau, has completed a 20,000-bu. eltr. The Younglove Construction Co. was the builder.

Athol, S. D.—The New Richmond Roller Mills Co.'s eltr. was slightly damaged recently by fire. The flames burst out soon after a man was seen running out of the building. A horse blanket sat-

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The Chicago Daily News, March 22, 1906, said:

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Eleventh Edition

Clark's Grain Tables for reducing wagon load weights to bushels are designed to facilitate the work of country grain buyers in reducing pounds to bushels, and in checking such reductions, as well as to prevent and detect errors in work of this character.

It contains fifteen grain tables and a freight table all printed from heavy faced type in two colors on 100 pound manila stock, is well bound in heavy manila covers, reinforced at back with cloth. It has a string loop attached so it can be hung up beside the scale beam.

Each grain table gives reductions from 100 to 4,000 pounds, is complete on one page, and so arranged as to show the number of bushels and the fractions in any weight on ten pound or 40 lb. scale.

The tables show the following reductions: Oats at 32 lbs., 33 lbs., and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Shelled Corn, Rye and Flax Seed at 60 lbs. Wheat, Clover Seed, Bean, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2, 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu. Freight table shows rate per bushel at 60, 66, 68 and 82 lbs. per bu. when the rate per 100 lbs. is 1 to 30 1/2 cents, in 1/4 cent rises.

Price with marginal index 50 CENTS.

**GRAIN DEALERS' JOURNAL**

255 La Salle Street : : Chicago, Ill.

urated with kerosene had been stuffed into a spout.

Salem, S. D.—The Canova Eltr. Co. has bot the eltr. of the Western Eltr. Co. The Peavey Eltr. Co. is rebuilding its eltr. burned Oct. 13.—Farmers Grain & Coal Co.

Canova, S. D.—A. F. Clough and F. N. Dexter of the Canova Grain Co. have bot the third interest of their partner, G. H. Randall, consisting of eltrs. at Canastota, Salem, Carthage and this point.

### SOUTHEAST.

Brandy Station, Va.—T. J. Parr & Son's eltr. containing wheat, hay, flour and meal, burned Oct. 12.

Decatur, Ala.—A bill prohibiting the operation of brokerage houses with private wires will be introduced in the state legislature by W. H. Long, Jr.

Newport News, Va.—The Kanawha Grain Co. incorporated, capital stock \$50,000; incorporators, Frank T. Washington, pres., John A. Upshur, secy and treas., and Charles St. John Howard.

### TENNESSEE.

Memphis, Tenn.—T. B. Trezevant died Nov. 18.

Chattanooga, Tenn.—The Kendall-Certain Co. is the name of a new grain firm here.

Nashville, Tenn.—It is believed the local car shortage will be relieved to a considerable extent by the present delivery of new cars to the N., C. & St. L. Ry. at the rate 50 per day.

Nashville, Tenn.—The local Board of Trade is actively engaged in attracting new firms here and it is thought several grain men will shortly enter upon new business endeavors in this city, which is a very promising future from that standpoint.—V. S.

Nashville, Tenn.—A smaller quantity of grain than usual has been received, owing to bad weather. Local dealers do not look for a large quantity of corn to be turned on the market, as far as the local product is concerned, for some weeks yet, when the majority of the farmers will turn loose their grain.—V. S.

### TEXAS.

Beaumont, Tex.—The Atlantic Rice Mills Co. incorporated, \$150,000 capital stock; incorporators, M. M. Carroll, W. S. Davidson, Jno. O. Gilbert and others.

Houston, Tex.—The Couch Rice Milling Co. incorporated, capital stock \$50,000; incorporators, A. B. Couch, P. K. Fulton, D. R. Jamison, R. K. Adamson, Charles Albert, J. R. Lambert and S. E. Johnson. A site on which to build an up to date 500-bbl. rice mill, 120x235 ft., has been purchased. Dr. Couch is the inventor of the rice mill to be used. The company will incorporate shortly, increasing the capital stock sufficiently to be enabled to operate mills and eltrs. throughout the rice belt of Texas and Louisiana.

Beaumont, Tex.—Since the decision of Judge Wheat that the feedstuffs law is unconstitutional, any kind of feed can be sold in Jefferson county without tags or inspection. In deciding against the state the court said the control of feedstuffs was not in charge of the government, but the college. In a suit brot against the state a year ago the rice millers gained

the right to pack feed in any size sack, says a rice miller of this city in a letter to Sec'y Dorsey, of the Texas Grain Dealers' Association. Grain dealers in other counties who are called to account by the state for selling rice bran without tags and inspection can stop prosecution on the same grounds.

### UTAH.

Ogden, Utah.—G. R. Cleaveland has been given judgment against the Smurthwaite Produce Co. for \$352 for alleged breach of contract, in not delivering wheat sold, the market price having advanced.

Salt Lake, Utah.—The Salt Lake Grain Dealers Ass'n recently elected the following officers to serve 6 months: Wm. B. Hughes, pres.; Henry Blood, first vice pres.; C. H. Miller, second vice pres.; D. H. Nolder, secy., and A. H. Vogeler, treas.

### WASHINGTON.

Plaza, Wash.—The Independent Eltr. Co. has issued bonds to build an eltr. and establish a mercantile business.

Tacoma, Wash.—The Golden Grain Co. incorporated, capital stock \$50,000; incorporators, W. W. Green, L. F. Gault and F. C. Brewer.

Ephrata, Wash.—The car shortage on the Great Northern has filled the wheat warehouses to the limit and the outside piles of grain are growing. It will probably be next summer before the wheat crop is moved.

### WASHINGTON LETTER.

Seattle, Wash.—The Sunset Mill Co. has been incorporated by F. C. Bolin and Geo. F. Aust.

Walla Walla, Wash.—At a meeting of the Commercial club of this city action was taken towards starting a movement to remove the duty on grain bags. The matter will be taken up by the commercial bodies of the state and presented to congress.

Seattle, Wash.—A large wheat fleet will load here this season for foreign ports. Exporters have under charter a large number of vessels. Balfour, Guthrie & Co. have 8 sailing vessels ready to load. From present indications the exports of grain from this port will be the largest on record.

The director of the State Agricultural Experiment Station, is considering the advisability of feeding wheat to work horses which are fed principally oats and barley in the Pacific Northwest. Just now oats are worth 30 per cent more on the market than Red Russian wheat and are likely to go to 50 per cent more in a short time. The more the use of wheat can be extended the greater the economy in sacks and freights.—H. K.

### WISCONSIN.

Owen, Wis.—John Boumck will build a large eltr.

Superior, Wis.—The Board of Trade on Nov. 14 recommended that the governor of North Dakota appoint W. C. McFadden to the position vacant on the Wisconsin Grain and Warehouse Commission.

Chippewa Falls, Wis.—The safe of the Consolidated Mill, Eltr. & Power Co. was blown open Nov. 16 and about \$55 taken. The night watchman heard the explosion

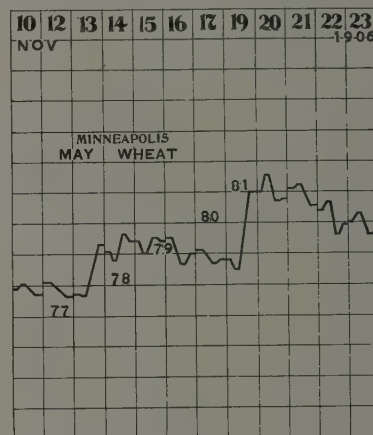
and was fired at, but was unable to prevent the escape of the thieves.

Superior, Wis.—The Globe Eltr. Co. was given a writ by the circuit court Nov. 17 directing the city to show cause why the assessment on grain should not be declared void. The Great Northern Ry. has offered to compromise on the payment of 60 per cent of the \$18,000 tax on grain in its eltrs.

Superior, Wis.—The committee of North Dakota bankers, at their recent conference with officials of the Great Northern Ry., were promised a lease of any or all of the roads' eltrs. at Superior, at a rental of 4 per cent of the cost, payable monthly. It is said the present lease of the houses to A. D. Thompson does not expire until August.

### Minneapolis May Wheat.

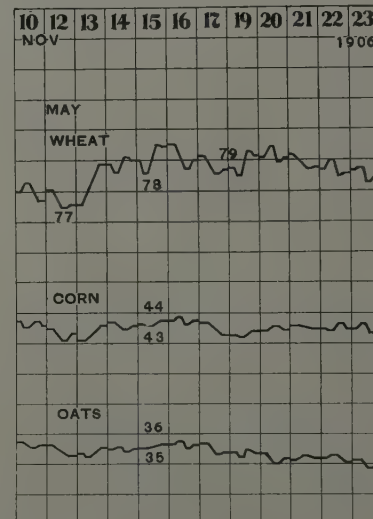
The opening, high, low and closing quotations on wheat for the May deliv-



ery at Minneapolis, Minn., for 2 weeks prior to Nov. 24 are given on the chart herewith:

### Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Nov. 24 are given on the chart herewith.





## The Economy of Good Bags.

BY F. P. M.

It seldom, if ever, pays a dealer to buy "cheap" bags, especially for seed. They wear out easily, are more liable to puncture and tearing from abrasion than standard brands, and cannot be disposed of with the grain or seed except at a heavy discount. The standard brands, on the other hand, are always a good medium of "barter and exchange," selling with the property which they contain at only a trifling discount under the purchase price; and they can be used over and over again, if the shipper prefers to have them sent back when their contents are emptied.

From my experience, I should say that the latter course is not to be recommended, owing to the fact that it keeps the money invested in the bags idle for long periods of time. Take it in the case of seeds, especially: buyers are in the habit of getting large quantities at a time and piling the bags up in their warehouses before testing and weighing the seed, and when, after being repeatedly urged for settlement, they undertake this work, a good many lots are not handled until the others piled in front of them can be disposed of.

Then, when the sacks are emptied and ready to be returned to the shipper, they are a good while in getting back by package freight. With these facts in mind, the sale of the bags with the grain and seed which they contain seems to be advisable, under nearly all circumstances, and only standard brands can be disposed of to advantage.

## Metal Smoke Stack Hazard.

BY O. R. S.

Much has been said regarding the fire hazard of a metal stack passing thru a boiler house roof, yet it seems difficult to impress upon the minds of elevator owners the importance of having the proper clearance between the wood and stack.

Fire Marshall Creamer of Ohio, recently commenting on a similar hazard, has this to say: "The charcoal formed by overheating wood will absorb inflammable gases—it takes up 35 times its bulk of natural gas, and is liable to burn of its own accord when again heated. If the surface charred becomes moist it is liable to burn spontaneously when again heated. If grease gets on its spontaneous combustion is certain."

Clearance between the smoke stack and the wood where it passes thru the roof should never be less than one half of the diameter of the stack on all sides. It is better to make the clearance 2 or 3 feet and support the roofing with iron rods.

## Exports of Glucose, Corn Oil and Oil Cake.

Glucose amounting to 144,246,187 lbs. was exported during the 9 months prior to Oct. 1; against 139,710,894 lbs. during the corresponding months of 1905.

Corn oil amounting to 3,052,340 galls. was exported during the 9 months prior to Oct. 1; against 2,405,852 galls. for the corresponding period of 1905.

Corn oil cake amounting to 39,748,939 lbs. was exported from the United States during the 9 months prior to Oct. 1, against 26,790,590 lbs. for the corresponding period of 1905, as reported by O. P. Austin, chief of the Bureau of Statistics.

If you see the full moon over your left shoulder while handing out sacks to a farmer it is a sign that you will never get back the bags loaned.

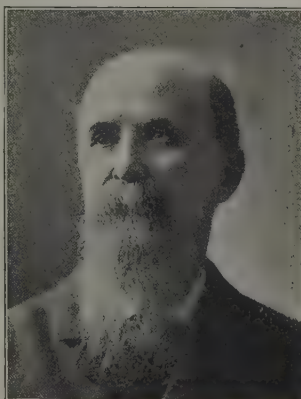
## Imports and Exports of Rice.

Rice, rice flour, rice meal and broken rice amounting to 166,823,714 lbs. was imported into the United States during the 9 months prior to Oct. 1; compared with 77,145,018 lbs. imported during the corresponding period of 1905.

Exports of rice, rice flour, rice meal and broken rice during the 9 months prior to Oct. 1 amounted to 18,588,267 lbs. of domestic and 7,270,142 lbs. of foreign origin; compared with 85,647,192 lbs. of domestic and 6,950,099 lbs. foreign growth, during the corresponding period of 1905, as reported by O. P. Austin, chief of Bureau of Statistics.

## J. H. Wilkes Injured.

J. H. Wilkes, the veteran grain dealer of Nashville, Tenn., and vice-president of the Grain Dealers' Exchange of that city, was severely injured last week while driving over a railroad crossing. The gateman, in his haste to close down the gates, did not notice Mr. Wilkes and struck him on the back with gate, result-



J. H. Wilkes, Nashville, Tenn.

ing in the breaking of his collar bone, his arm and otherwise injuring him.

Altho Mr. Wilkes is a very active man, his advanced years will result in his being confined to his house for some time. He surely has the sympathy of a large circle of friends in the trade, every one of whom will wish for his early recovery.

A short rule for finding the change required in the length of belt when one of the pulleys on which it runs is changed for one of different size, is as follows: Take three times the difference between the diameters of the pulleys and divide my two. The result will be the length of belt to cut out or put in.—Practical Engineer.

Earnings of the American Malting Co. decreased during the year ending Sept. 1 on account of the suspension of manufacture while alterations were being made in the plants, under the policy of eliminating unprofitable plants and installing modern machinery in others. The company has sold during the year the Weil plant, Chicago; the Chicago Pneumatic plant; the properties at Le Roy, Lockport, Clyde, Oswego and Jordan, N. Y., and has built a very large new plant at Buffalo, N. Y. Other properties have been sold at Brooklyn, N. Y., and Milwaukee, Wis. Net profits for the last fiscal year were \$255,652; against \$412,291 for the preceding fiscal year.

# How Much Do You Lose

thru errors in computing the value or quantity of grain received or shipped?

By using Clark's Decimal Grain Values you will prevent these errors and avoid losses. In fact the use of these tables will frequently pay large dividends on the investment, besides saving the time and labor usually taken to make the erroneous calculations.

All you have to do is to determine the weight, then turn to the page giving values at the price agreed upon, and in the price column on the same line with the weight in the "pounds" column will be found the correct value.

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Send for sample page and see the most valuable aid ever devised for a grain dealer.

**GRAIN DEALERS CO.,**  
255 La Salle Street,  
Chicago, Ill.

## What Is Wrong with Your Engine?

"Can you tell me what is the matter with my gasoline engine? She used to run all right, but now I have a good deal of trouble with her. Last month we spent just about twice as much for gasoline as we did before she got to acting up. It is a 12 horsepower engine, and we have had it for about six months. It is in a grain elevator. She starts poorly; sometimes we have to bother a couple of hours to get her to start. Then perhaps she runs all right; that is, she runs, but when we go to put the load on her she stops. Sometimes I imagine I hear a hissing noise around her, but I don't know."

Such was the complaint of a gas engine user recently. By way of adding to it, he said:

"I've run a number of gas engines before, but I never had this trouble with any of them. I don't understand what can be the trouble."

This operator is evidently inclined to study his engine, and try to locate the cause of the trouble. It is not his habit to start the engine and let it run indefinitely without attention of any kind. He also seems to realize that the proper way to locate trouble with an engine is not by *wondering* what the matter is, but by getting at the cause of the trouble, and correcting it in a reasonable and logical way.

There are several ways of arriving at the cause of the trouble. One of these is known to mathematicians as the "method by elimination," the eliminating from the case under consideration possible causes of trouble which evidently can have nothing to do with it.

In this case it is evidently not due to defective design or original construction, for "the engine used to run all right." Therefore it is safe to assume that it will run all right again if we can return it to the condition which existed at the time it did run all right.

**IGNITION:**—So many troubles arise from defective ignition that we are almost always ready to look over the ignition system in search of some cause for trouble. A defective battery might easily cause this difficulty, except that the engine occasionally runs all right till the load is put on. This, together with the trouble in starting, would seem to show that it is something outside of the battery, as battery trouble is more likely to cause failure altogether, or else intermittent trouble. That is, a battery which is just beginning to get too weak for successful results will perhaps furnish sparks for a short time, then die down, then start up again, while a very weak battery will not give any ignition at all.

**INSULATION:**—But if there is something wrong with the insulation, as, for example, a cracked spark plug, the engine would possibly start all right and then die down when heated up sufficiently to open up the crack and affect the insulation.

**FUEL MIXTURE:**—Now, as to the fuel mixture, it is perhaps due to improper feeding of the gasoline. A poor mixture of gasoline and air will often cause a lot of trouble. When the operator attempts to start the engine he will get his priming charge in the cylinder, and after this ignites and gives the starting impulse the engine will take in its first weak charge. This will not ignite, and the momentum of the engine carrying it on over, the engine draws in another

charge which then possibly makes the mixture in the cylinder too rich to ignite. Then the engine stops. Perhaps the operator adds another priming charge, not stopping to reason that there is already some fuel in the cylinder which has been drawn in by the piston suction while the engine was stopping. By this additional priming charge there is no possible chance for the mixture to ignite, so rich in gasoline has it become. The only way by which a start can be made is to open relief and starting cocks and turn the engine over idle two or three revolutions to drive out the accumulation of gasoline and air. Then a fresh start may be taken.

On the other hand, when the priming charge is exploded and the first and second regular charges are drawn in, they may happen to make a mixture which will ignite and thus give an additional impulse.

The weakened charge which is then taken in may be sufficient to ignite with more or less regularity, but when the load is thrown on the engine will usually slow down and perhaps stop, unless the mixture is only slightly below normal proportions.

Whenever, for any reason, gas or gasoline is taken into the cylinder and is exhausted unignited, there will follow an exhaust pipe explosion when the next succeeding charge is ignited and exhausted. As the operator in the case under consideration says nothing of this, we may assume that the trouble is probably not with a weak mixture.

**COMPRESSION LEAKING:**—The "hissing" sound gives a possible clue. Perhaps the compression is leaking, as this is usually accompanied by a hissing or whistling sound. Many times the location of the noise cannot be discovered, as it begins very gradually, and as there is no serious result evident, the operator often forgets about or thinks nothing of it, until some time he realizes that the engine is evidently not giving all the power that it should, and is also using considerably more fuel than it once did.

This condition is the losing of compression, usually around the piston. Very many gas engine users do not realize the importance of having a good compression. But when we learn that compression of the mixture is one of the fundamentals of every successful internal combustion engine, we begin to realize that it means something.

Compression adds to the power secured from each charge exploded. The higher the compression carried the more power resulting from each charge and from the engine. The more power we get from each charge the less our fuel bill will be.

**COMPRESSION RINGS MUST BE GAS TIGHT:**—Compression is secured by the use of compression rings, which fit into grooves in the piston, and by their springing out against the cylinder form a tight joint. Of course it is essential that the valves, valve cages, igniter plate, etc., should all be gas tight on the compression and expansion strokes.

If for any reason the rings fail to spring out there will be a leak of compression. Too much lubricating oil or too much fuel, which thereby causes a deposit of carbon, will result in the rings gumming in the grooves and allowing leak of compression. Wearing of the rings or of the cylinder will also result in leaks. If any of the cylinder head fittings, as the valves, etc., are not tight, leaks will occur.

Now, a leak of the compression is real-

ly worse than a very low compression, for a low compression engine will still hold the explosive pressure after ignition. But an engine with a leak will not only leak the compression, but also the explosive pressure.

Of course, the result of this is that the full benefit is not derived from any of the charges, and therefore the engine loses power, and at the same time increases its consumption of fuel.

When the loss of compression reaches a certain point it will be very difficult to make it start, and even after it starts the throwing on of the load will often cause it to stop.—*The Gas Engine.*

## Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Nov. 26 have been 124,184,839 bus. compared with 136,776,844 bus. for the corresponding period of last year.

Corn receipts for the present crop year have been 68,130,167 bus., compared with 69,534,986 bus. for the corresponding period of last season.

## Exports of Breadstuffs.

Our exports of breadstuffs for the 10 months prior to Nov. 1 included 46,834,000 bus. wheat, 90,308,000 bus. corn, 25,095,000 bus. oats, 1,041,000 bus. rye, 11,548,000 bus. barley, and 11,670,000 bbls. wheat flour; compared with 8,414,000 bus. wheat, 86,763,000 bus. corn, 16,273,000 bus. oats, 457,000 bus. rye, 9,319,000 bus. barley and 7,817,000 bbls. wheat flour, for the corresponding months of 1905. The total value of all breadstuffs exported was \$149,596,000, against \$102,261,000 for the corresponding 10 months of last year, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of all grains show increases; and for the one month of October the grain total is larger than for October, 1905. Flour is losing ground, its total for October having been 1,447,776 bbls., against 1,454,302 a year ago; while wheat leaped from 4,467,073 bus. in October last year to 10,833,837 bus. October, last. The loss in flour exports, as compared with wheat, is due to some extent to the inability of the wealthy milling corporations of the northwest to obtain the special rate favors which they enjoyed before the new rate law went into effect.



Gentlemen in the Background—As Usual We Pay the Freight.—Minneapolis Journal.



## Seeds

The Ogemaw Grain & Seed Co. has been organized at West Branch, Mich., with \$10,000 capital stock.

New York exported during the week ending Nov. 24 3,070 bags of alsike clover seed and 2,353 bags of timothy.

The condition of clover in Kentucky is reported by Hubert Vreeland, commissioner of agriculture, as 92 on Nov. 1.

The average yield per acre of flaxseed in the United States is reported by the Dept. of Agri. to have been 10.2 bus., and the average quality 92.7.

The Thompson Seed Co. of Albert Lea, Minn., is hampered for lack of sufficient cash capital, and the directors are considering the sale of additional shares.

The free seed distribution by the government was condemned Nov. 22 by the National Grange convention at Denver, Colo., in strong resolutions, as being of no benefit.

F. Wegner, who has been with R. Liefmanns' Sons' Successors for 15 years, has engaged in the seed trade on his own account, and will handle the home trade as well as exports and imports, with offices at Hamburg, Germany.

The fight waged by the American Seed Trade Ass'n against the free distribution of worthless seeds by the government is gaining the support of farmers. The Ass'n will continue active opposition to this congressional graft.

A. G. Sorlie and Hugh Reed have formed a partnership under the name Sorlie & Reed, to do a wholesale business in field and garden seeds at Grand Forks, N. D. They have arranged for a warehouse to be occupied soon after the new year.

Prof. C. P. Bull of the Minnesota experiment station recommends to the farmers the use of No. 25 or "Primost" flaxseed, promulgated by the station. He finds that on forty-eight farms which used this seed the past season the average yield was 15 bus. to the acre. It has also been demonstrated that No. 25 is a wilt-resistant.

Toledo received during the week ending Nov. 24 825 bags of clover seed, and shipped 115 bags, against 2,485 bags received and none shipped for the corresponding week of last year. Receipts for the season prior to Nov. 24 have been 20,225 bags, and the shipments 4,503 bags; compared with receipts of 50,932 bags and shipments of 5,476 bags for the corresponding period of last year.

Exports of seed during the 9 months prior to Oct. 1 included 1,564,811 lbs. clover seed, 8,891,352 lbs. timothy seed, other grass seed valued at \$155,476 and 8,660,141 bus. of flaxseed; against 4,460,338 lbs. clover seed, 8,188,820 lbs. timothy seed, other grass seed valued at \$144,411 and 40,342 bus. of flaxseed for the corresponding period of 1905 as reported by O. P. Austin, chief of the Bureau of Statistics. Imports of clover seed for September were 496,000 lbs., those for September, 1905, not being stated.

Chicago received during the week ending Nov. 24, 886,280 lbs. of timothy seed, 142,448 lbs. of clover seed, 455,055 lbs. of other grass seeds and 74,637 bus. of flaxseed, compared with 692,370 lbs. of timothy seed, 188,753 lbs. of clover seed, 475,775 lbs. of other grass seeds and 43,371 bus. of flaxseed for the corresponding week of last year. Shipments for the week have been 183,037 lbs. of timothy seed, 55,816 lbs. of clover seed, 1,310,327 lbs. of other grass seeds and 1,732 bus. of flaxseed, compared with 691,449 lbs. of timothy seed, 88,340 lbs. of clover seed, 1,319,177 lbs. of other grass seeds and 1,482 bus. of flaxseed for the corresponding week of 1905.

A recent examination of some of the "rare and valuable" seeds sent out from Washington, at public expense, under the franks of members of Congress, showed that of twenty-four varieties the newest was twelve years old, while most of them had been known to the trade for from twenty to thirty years. Some of the varieties were so ancient that the seed dealers called upon by the experimenters could not remember when they were first introduced. Some of them were catalogued by New York seedsmen as far back as 1879.

Toledo, O.—The clover seed market has recovered from the set-back it received the middle of the month, the improvement being occasioned by December liquidations, prices being firm at the high point of the season, March selling at \$8.45 this point being reached on one other occasion, in October. The dominant feature continues to be light receipts, and unless there is increased movement, clover will see much higher levels. The continued interest in the East gives occasion for a decided opinion on the part of local merchants that Eastern buyers are becoming dissatisfied with the quality of foreign seed at prices that are higher for the same qualities of American seed. The demand for alsike is stronger than it was two weeks ago. Prime alsike is 50 cents higher than it was the fore part of the month.—H. D.

## Calcium Chloride as a Fire Extinguisher.

According to the records of insurance companies, more fires are extinguished in the incipient stage by means of the ordinary fire bucket than by any other method. The simplest way is usually the best, and while not discouraging the installation of other apparatus for fire protection, it would be well for the elevator man to keep a few casks of water at convenient accessible points on each floor.

During the cold weather, however, the water will freeze or evaporate. Chloride of calcium is the best of several solutions made to prevent this. Salt is sometimes mixed with the water for this purpose but it can hardly be relied upon as it cannot withstand a temperature of zero. On the other hand, calcium will not freeze, no matter how low the mercury may drop, neither will it corrode metallic buckets or have any effect whatsoever upon iron or steel and being a strong absorbent of moisture will not permit the water to evaporate. With all these points in its favor and the fact that one pail of the brine is worth four of water for fire-extinguishing purposes, it is far superior to the salt solution.

Chloride may also be used to advantage in the jacket of your gasoline engine. The dissolution of a few pounds to a gallon of water will often save the worry and expense of a disabled engine. It will not rust or destroy the metal in any way, neither will it settle in the bottom of the jacket or clog it up.

Fumigate your Elevators and Mills with

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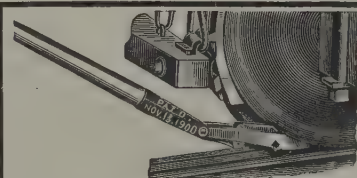
The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums.

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Manufacturing Chemist Penn Yan, N.Y.



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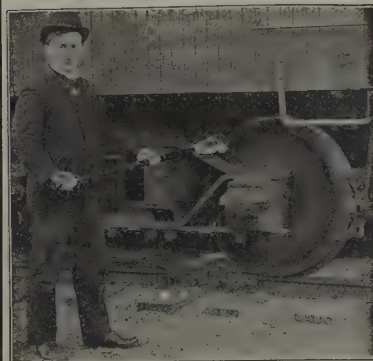
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The Appleton Car-Mover Co.  
Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

"The Special Car Mover"  
IS PUTTING IT MILD.

"The Special Train Mover"  
IT SHOULD BE STYLED.



Does not work on rail and expend its power at nearly dead center, but has advantage of full length of crank or radius of wheel. Moves a car 6 to 12 inches at each stroke on a level track. Price \$5.00 F. O. B. Odebolt, Iowa. Also supplied by leading jobbers.

## THE CONVEYOR CAR LOADER

Leads in its line. Carries grain from chutes that are low down and any distance from track. The new plan rope-drive connections furnished solves problem of loading from any number of chutes. Shipped on trial.

## THE INCLINE ELEVATOR AND DUMP

Leads in its line. Carries grain from chutes ear corn and small grain storage. Grain dealers, feeders and farmers plants solve the problem of cribbing ear corn, etc., without shoveling. Attracts the most profitable part of the business. Write for full particulars.

IOWA GRAIN & MFG. CO., Odebolt, Iowa

### Suggestions for a Reciprocal Demurrage Bill.

We are indebted to J. W. McCord, sec'y of the Ohio Grain Dealers' Association, for the following excellent suggestions for the framing of a reciprocal demurrage bill, which will increase the earning capacity of each car, greatly increase the supply of cars and reduce delays to a minimum:

Provision for not only penalizing consignees for poor work in unloading, but also provide for a cash bonus benefit for equipment released in less than the allotted period. As it stands now a consignee may unload 99 out of every 100 cars handled in less than the allotted free time, but on the exceptional car he is penalized for the delay at the rate of \$1 per day. Thus forcing him always to pay out for poor work and obtaining no benefit for good work.

In my judgment this should be corrected and a system installed that would enable a consignee releasing cars promptly to get the benefit of it in dollars and cents, and be able to offset his expense for delays by the fund that he would create through good work.

The best method of handling this would be along the same line the railroads follow in the handling the car per diem charge. For instance: on local switch business the railroad companies now allow the switch \$1 per car for every car handled, the switch line to pay the owners of the car rental on the basis of 25 cents per day.

The application of this plan to consignees would be to have the railroad companies allow the consignees a cash credit of \$2 or \$3 for each car on arrival, the consignees to pay a rental on the basis of \$1 per day. This would enable such consignees as released cars promptly to get the benefit of their good work and would provide a penalty sufficient to stimulate the prompt release of equipment.

In arriving at the period to be allowed consignees for the release of equipment it should be kept at the lowest possible figure. In my judgment 48 hours is ample time, for the reason that the greater the dispatch in releasing cars, the greater the supply of available equipment, creating a benefit to all shippers and receivers of freight.

If 48 hours is the period to be allowed consignees for unloading of freight, the railroad companies should be compelled to furnish empty cars for the shipment of outbound product within the same period, and in the event of their failure, should be compelled to pay the consignees for their failure a penalty the same as the railroad companies exact from the consignees where they delay in unloading cars. For instance:

The present demurrage rules now allow 48 hours for the unloading of cars and enforce a penalty of \$1 per day per car where cars are detained over this period. Under the new plan if shippers should order empty cars and the railroad companies do not furnish after 48 hours, the railroad companies would be compelled to pay \$1 per day per car to the consignee until such time as the cars are furnished.

Compel the railroad companies to move freight with reasonable dispatch. Locomotives to-day are capable of making thirty miles an hour on freight without any effort and as much of our present difficulty is due to the fact that the railroad companies do not move freight with reasonable dispatch, I think the service will be greatly benefited by compelling the

railroad companies to move each consignment of freight an average distance of at least 75 miles a day for each particular consignment. In the event of their failure to provide such service assess a heavy penalty, say \$5 per car per day.

The 1904 report of the Interstate Commerce Commission shows the average daily movement of local freight cars to be 15.95 miles per day. The total mileage of loaded and empty cars 23.24 miles per day, less than one hour's journey out of 24.

The railroad companies through their desire to handle maximum loads in single trains do not give the freight the movement that it demands and a provision compelling them to give fairly reasonable service would go a great ways toward improving the service.

I think the subject of regular service, both in receiving equipment and handling of freight is of even greater import to the shipping public than the question of freight rates. It is impossible to estimate the loss occasioned the shipping public through the failure of the transportation companies to render reasonable service and to provide sufficient equipment to insure regular operation.

"King Corn has donned his golden robes and his ears are burning to be pulled," poetizes the Odebolt, Ia., Chronicle.

### Interesting the Farmer.

The success of country elevator men in interesting farmers in the improvement of their grain through the medium of grain contests, has proved so successful that more dealers are trying it this year than ever before. Illustrated herewith is a large poster being tacked up about elevators and along country roads leading to elevator of Cook & Co., at Basil, Ohio. This company is also using three column ads in the local newspaper, thereby enlisting the services of the local editor in the work of interesting farmers in the production of more and better grain. Incidentally the receipts at Basil are increased and Cook & Co. handle more grain.

Few dealers who have made an honest effort to get in touch with their farmer patrons and attempted to help them have not found it profitable work. This firm does everything in its power to promote the best interests of its farmer patrons; naturally the farmers accept their assistance in the spirit it is intended and a better feeling prevails.

The spirit of mutual co-operation would do much to displace the unnatural antagonism being stirred up in some sections by selfish agitators. It is the condition which should exist in all the grain surplus sections.

## "CORN CONTEST"

As an Incentive to Better Corn Culture  
and Selection of Seed Corn, we will

### During the Month of November

Conduct a Corn Contest, the Following Rules to Govern:  
Only One Entry of Each, White and Yellow will be Allowed  
by any One Farmer or any One Producer. The Entry to be  
Obtained in the Following Manner:

From any full sized wagon load (at owner's option) delivered at our place of business during the month of November, we will make an entry of ten (10) ears selected at random by any disinterested party present. The party making the entry selection to be blind-folded while selecting the corn from the wagon. The entry so taken shall be preserved carefully, and its identity preserved under an individual entry number on duplicate cards, one of which will be attached to the entry, the other, after being recorded on the contest book, will be delivered to the owner of the exhibit. We will arrange to have the several entries judged and scored under standard judging and scoring rules by an expert from the Agricultural Department of O.S.U., assisted by a prominent grain dealer competent to apply the standard of commercial value from the grain dealers' standpoint.

#### Awards Will Be Made As Follows:

Best ten ears Yellow Corn	.....	\$5.00 cash
2nd best ten ears Yellow Corn	.....	¾ bbl. Basil Blend Flour
3rd best ten ears Yellow Corn	.....	1 Bushel Yellow Meal
Best ten ears White Corn	.....	\$3.00 cash
2nd best ten ears White Corn	.....	¾ bbl. Cook's Best Flour
3rd best ten ears White Corn	.....	1 Bushel White Meal

The judging and scoring will take place during the

### Farmers' Institute to be Held in Basil this Winter

There will be a lecture on CORN CULTURE in all its details. The program committee has the matter in charge and will probably add some other feature of interest.

IT DON'T MAKE ANY DIFFERENCE whether you are in the habit of selling corn or feeding it, you want to know if the corn you are raising is the best for your purpose, so bring one wagon load and let us pick out ten ears for entry. It costs you nothing to make the entry and you may find out something.

## D. S. COOK & COMPANY

MERCHANT MILLERS AND DEALERS IN HAY, GRAIN,  
SEED, LUMBER AND BUILDING MATERIALS

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BASIL, OHIO



## Grain Carriers

The Erie Canal will be closed Nov. 29.

The M. & St. L. has laid its rails to Conde, S. D.

Orders placed by railroads for rolling stock to be delivered next year break all records.

A branch of the Rock Island is to be built from near Watonga, Okla., northeast into Dewey county, 60 miles.

Tracklaying of the Duluth, St. Cloud, Glencoe & Mankato is to be completed to St. Clair, Minn., by Jan. 1.

It is the railroad rebate that is the mother of trusts and its collateral relatives.—Atty. Gen. Wm. H. Moody.

Railways have stopped the making of special export rates on cereal products to the seaboard in connection with steamship lines.

The grain laden steamer Strathmore was wrecked recently on Michipicoten Island, Lake Superior. Boat and cargo are a total loss.

A. B. Stickney, pres. of the Great Western, is working upon a simple schedule of freight rates to cover the country from ocean to ocean.

When you consider the penalties the new rate law imposes for violation the question is a serious one for the carriers.—Commissioner Knapp.

The grain fleet leaving Duluth at the end of this season is said to be the largest in the history of the port.

The ice crushing steamer Lady Grey has been completed in England for the Canadian government to be used in keeping the St. Lawrence River open.

Surveys are being made for the 23 miles of the Cincinnati, Bluffton & Chicago from Bluffton to Huntington, Ind., on which construction is to begin in the spring.

Government engineers have called a meeting in the directors room of the Merchants Exchange, St. Louis, Mo., Nov. 27, on the proposed deep waterway between Lake Michigan and the Gulf of Mexico.

The Gilchrist Transportation Co., Cleveland, has brot suit against the Zenith Grain Co. of Winnipeg and the Canadian Pacific Ry. to recover a shortage of 2,178 bus. in loading at Fort William.

At the hearing of the government's ouster suit against the Terminal Railroad Ass'n the records of several freight ass'n's were introduced to show that these ass'n's regulated freight rates between St. Louis and other points.

A clearing house for railroad cars has been proposed by Mr. Fish, late pres. of the Illinois Central, to distribute equipment so that each road shall have, as far as possible, at command, a number of cars equivalent to those it has contributed.

Commissioner of Navigation Chamberlain in his annual report issued Nov. 22 states that 40 steamers, aggregating 232,366 gross tons were built on the great lakes during the past fiscal year; and at the present rate the output of the shipyards promises to be the largest in half a century.

Representative Hepburn of Iowa, chairman of the house committee on interstate and foreign commerce, expressed his opinion Nov. 21 that his committee and the house would readily recommend and pass such amendments to the rate law as may be shown necessary.

On his recent visit to the isthmus Pres. Roosevelt reorganized the Panama Canal work by placing Theodore P. Shonts in charge, subject only to the president. Under Mr. Shonts will be seven department heads, with John F. Stevens at the head of construction and engineering.

I believe that the tendency of rates ought to be downward as the traffic grows denser, but the Commission contemplates no wholesale reduction. Railroads will probably gain more by the cutting off of rebates and passes than they will lose by reductions.—Commissioner Prouty.

The isthmian canal commission issued a statement Nov. 2 describing the plan for the construction of the Panama Canal. Eighty-five feet above the sea is to be the summit-level, reached from both oceans by duplicate locks. Dams at Gatun and Pedro Miguel will form the summit-level. A second lake, elevated 55 ft., will be formed on the Pacific side by a dam at La Boca.

General Alexander Mackenzie, chief of engineers, in his report on rivers and harbors, recommends the expenditure of \$250,000 for a survey of the Des Plaines and Illinois Rivers from Lockport, Ill., to St. Louis, Mo.; \$170,000 for the improvement of the Calumet River in Indiana and Illinois; \$1,500,000 for the St. Mary's River; \$250,000 for Cleveland harbor and many smaller appropriations for other harbors and channels.

At Milwaukee the Interstate Commerce Commission learned little that was new at its hearing Nov. 20. J. Ogden Armour admitted that he held the controlling interest in the Armour Grain Co., Atlas Elevator Co., Neola Elevator Co., and held a large block of stock in the St. Paul road, and denied any knowledge of rebating or other forms of favoritism. A. K. Taylor of Fagg & Taylor testified that his firm rented Eltr. B of the St. Paul road. Herman Franke and H. M. Stratton informed the commission that scoop shovellers were unreliable and irresponsible. John W. Thomas, state railroad commissioner, testified that during the present year the railroads had paid at least \$100,000 in rebates to grain shippers in Wisconsin. O. W. Mosher said he had always presumed the amounts refunded to his company, the Northern Grain Co., were legitimate.

Pressure on fluids in automatic sprinkler heads is obtained in a recent English invention by the mixing of chemicals at a given temperature. Each sprinkler head has a 5-gallon reservoir, containing the fluids, which are mixed by the melting of a fusible joint. Each sprinkler head is a separate installation, and may be hung up temporarily over special machines that are likely to start a fire.

Locusts in Argentina are the most serious single destroyer of the wheat crop. These insects cut down the exports in 1896 to one-tenth of what the shipments would have been but for damage by the devouring clouds. Then as now the locusts were reported in October. These early flying locusts do little damage compared with the young hoppers that hatch out in myriads in November.

## Liability, Accident & Credit INSURANCE

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## F. R. MORRIS Grain Driers

and conditioners for all kinds of grain are giving Universal Satisfaction and coming more in demand as the perfect work they are turning out wherever in use demonstrates to all investigators their superior work over all other makes of drying or conditioning damp, damaged or musty grain. Built in any capacity to suit purchasers. For catalog or estimates of cost write

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## NO BACK PRESSURE

Saves Waste of Energy  
Loss of Power



ALL STEEL

You Cannot Handle Fine Dust  
With Back Pressure

THE KNICKERBOCKER CO.

JACKSON, MICHIGAN

### Terminal Storage Charges.

With the opening of the new Santa Fe elevator at Chicago, Oct. 15, and its concession of 10 days free storage on all grain ordered to it for transfer and shipment by rail, it is confidently expected that other roads will fall in line with similar grants. The Chicago Great Western has issued a schedule of charges for their Kansas City houses which allows of free transfer on grain going out over the company's line to Chicago, Minneapolis or beyond. In view of these concessions and the interest now centering in the hearings of the Interstate Commerce Commission on alleged elevation rebates and unfair discrimination against country shippers, the following comparison of storage charges in effect at various terminals may be of interest:

Chicago— $\frac{3}{4}$  cent per bushel first 10 days or part thereof; one 50th. of cent for each succeeding day.

Duluth— $\frac{1}{2}$  cent per bushel first 15 days;  $\frac{1}{2}$  cent per bushel for each succeeding 30 days or part thereof.

Buffalo—For elevating and 10 days' storage,  $\frac{1}{2}$  of 1 cent per bushel; each succeeding 10 days or part thereof  $\frac{1}{4}$  cent per bushel; loading into canal boats free.

Milwaukee— $\frac{1}{2}$  cent per bushel, including 10 days storage and elevating; each succeeding day one 50th. of cent per bushel, including unloading or loading from or to cars or vessels.

Boston—On oats, barley and malt 1 cent per bushel; other grain  $1\frac{1}{4}$  cent per bushel, including 20 days' storage. For each additional 10 days or part thereof,  $\frac{1}{4}$  cent per bushel.

Peoria—For transferring bulk corn and oats for all grades except unmerchantable, from car to car, including 15 days' storage,  $\frac{3}{8}$  cent per bushel, and Rye, Barley and Wheat  $\frac{1}{2}$  cent per bushel, and  $\frac{1}{4}$  cent per bushel for every 15 days or part thereof that grain remains in storage thereafter.

Minneapolis— $\frac{3}{4}$  cent per bushel first 10 days or part thereof, transferring one car to another  $\frac{1}{2}$  cent per bushel. Winter rates,  $\frac{3}{4}$  cent for receiving and first 10 days of shortage and  $\frac{1}{4}$  cent per bushel for each succeeding 10 days or part thereof. No additional charge after 4 cents per bushel has accrued until May 10, 1907.

St. Louis—On Wheat, Corn and Rye, 1 cent per bushel for first 10 days or part thereof; Oats  $\frac{1}{2}$  of 1 cent per bushel for first 10 days or part thereof, and no charge for special bin and  $\frac{3}{8}$  of 1 cent per bushel for each subsequent 10 days or part thereof; Barley 1 cent per bushel for first 30 days or part thereof, and 1 cent per bushel for each subsequent 30 days or part thereof.

New York—Receiving, weighing and discharging on all sound grain, including storage first 10 days or part thereof  $\frac{3}{8}$  cent per bushel, and every succeeding 10 days or part thereof  $\frac{1}{4}$  cent per bushel. All accrued storage on grain remaining in store on April 30th and October 31st, in each year, must be paid up to date under penalty of  $\frac{1}{4}$  cent per bushel additional storage if not so paid.

Baltimore—Tide-Water. Storage on grain from cars for first 20 days,  $\frac{3}{4}$  cent per bushel; on grain from vessels for first 20 days, 1 cent per bushel and for each succeeding 10 days or part thereof,  $\frac{1}{4}$  cent per bushel. Up-Town—On grain from cars or teams, for first 10 days or part thereof, including cost of receiving and delivering  $\frac{1}{2}$  cent per bushel, and for each succeeding 10 days or part of same,  $\frac{1}{4}$  cent per bushel.

Cincinnati—On all grain, 1 cent per bushel for the first 10 days or part thereof and 1-3 of 1 cent for each subsequent 10 days or part thereof, including the delivery in seamless bags. Extra charges for delivery in other kinds of sacks.

### The "Moffat" Trip.

By J. W. Kelley.

As an introduction to this description of a trip over the "Moffat Road," over which delegates to the International League of Press Clubs went last month while in Colorado, the most delightful of all mountain trips in Colorado, the reader's attention is invited to the following paragraph:

"The Denver, Northwestern & Pacific Railway, named by the public 'The Moffat Road,' in honor of its builder, David H. Moffat, is being constructed from Denver to Salt Lake City in an air line, and is destined to change the railroad map of the entire west. It will traverse a region larger than the state of Pennsylvania, abounding in mineral resources of all kinds and the home of the greater portion of Colorado's livestock industry without a mile of railway, owing to the supposed insurmountable engineering obstacles. The new road will reduce the distance between the two terminals approximately 200 miles, and shorten the train time more than 10 hours. The first 50 miles, extending from Denver to Tolland (Boulder Park) was built and opened for traffic July 1, 1904."

From the last sentence of the above paragraph it will be noticed that this line has been open to the traveling public only about two years, and for that reason it is as yet comparatively little known to the tourist. Leaving Denver at an altitude of 5,170 feet, the train makes a rapid run of 15 or 20 miles to the foothills, and then begins its winding climb up through the mountains, crossing the Continental Divide  $3\frac{1}{2}$  hours later at Corona, at an elevation of 11,660 feet. This is said to be the highest point reached by any standard gauge road in the world. Thirty-one tunnels, many of them cut through solid granite, besides numerous snowsheds are on this route, and every precaution is taken to insure the traveler's safety, a track walker going through every tunnel and snowshed immediately before and after every train passes to see that everything is in order. The roadbed is smooth, the equipment first-class in every respect—solid vestibuled trains being run over the entire length of the line, and it is doubtful if there is another one-day mountain trip in Colorado that will afford the traveler more real enjoyment.

Our train left Denver at 8 o'clock in the morning on the 29th of August. The sun was shining; the air was warm and it was an ideal day for an outing. For the first 15 miles the road runs through a beautiful valley. The vegetation is abundant, and all nature is smiling. Then the scene begins to change. The country becomes more broken as the train speeds on toward the foothills. It is not long until we round a sharp curve, and the train plunges straight away up a steep incline. A feeling of exhilaration strikes the traveler who finds himself for the first time actually climbing the mountains, perhaps realizing some almost forgotten dream of boyhood.

But there is no time to muse on childhood's fancies. The train has reached the first low summit and another sharp turn takes us back in the direction we have just come, but we are higher up and can see the track we have just passed over lying below us. On goes the train climbing, climbing, climbing. No more level track now. It is up, up, up, and we hear our good iron steed snorting defiance to the law of gravitation as he pulls himself together for the long climb. Back and forth, and round and round we go, now and then catching a glimpse of the point where we first commenced to ascend, but each time it is farther below us. The plain through which we came a half hour ago begins to appear narrow; its lakes have dwindled to little white specks in the distance. On the other hand, the giant hills begin to tower above us.

From now on the scene is constantly changing. The train plunges through a tunnel, and as we emerge from it, a high perpendicular cliff frowns down upon us, and as the view widens seems to approach, although we are going directly away from it.

Finally the track approaches a beautiful little mountain stream, South Boulder Creek, and follows it up the valley for 10 miles. Now the valley is narrow and winding, then it widens unfolding some new picture to our view. On one side the mountain brook leaping over the rock lashes itself into silvery foam, while on the other the cliff rises almost perpendicularly. The scenery is wild and picturesque; the plain is no longer visible; we are in the heart of the mountains. Lofty peaks rise around us and above us. Up we climb, but when we have reached one summit another still higher burst upon our view. The mountain sides are thickly studded with evergreens, which softens their otherwise rugged outlines. Passing through a tunnel and rounding a curve a wide valley appears, hemmed in by snow-capped mountains. At one point a cone-shaped



A Barley Elevator at Longmont, Colo.



mountain was sighted which was completely covered on all sides with beautiful evergreens. Standing out prominently in the valley it made a lasting impression on the mind. We named it "Cedar Mountain."

The Giant's Ladder is a feature of the "Moffat" trip not to be left out. Entering Boulder Park at Tolland, 47 miles from Denver, the road runs up the canon toward the base of the mountains at the farther end of the valley. From a long curve it swings back "high up on the opposite mountain wall." Three times it girdles the mountain, each time climbing higher, until finally Boulder Park is lost to view behind the mountain we have just climbed.

Leaving Boulder Park, the view changes again. The mountains become more rugged; the vegetation is scattered, and rocks take the place of trees on the mountain sides. It has been only 2½ hours since our train left Denver, but we have climbed nearly a mile in height and we begin to feel the chill of the snowy peaks now in plain sight.

Those who are fortunate enough to have them don their overcoats. In another hour we shall be in the regions of perpetual snow. But in our anxiety to reach the top we have been looking up all the time.

Let us take just one glance back down the way we have come. If it is a grand sight to lift our eyes to the peaks above, it is awe-inspiring to look below us. One can scarcely realize to what dizzy heights he has climbed until he gazes down upon the crags and peaks and valleys beneath. One look, however, is sufficient, and again we turn our attention to things about us.

Here there is no earth to set telegraph poles, and the wires are fastened to iron brackets driven into the side of the rock. In many places the roadbed has been cut from the rock just wide enough for the track, so that on the one side the mountain towers above, and on the other the chasm yawns below. From the number of times one hears it voiced, it is quite evident that everyone is thinking of what would happen if the train should leave the track and go rolling over and over down the steep descent.

But the scene is never the same. It is grandeur surpassing grandeur, and as we climb higher and higher the rugged beauty of the rocks is softened by a white mantle of snow. Rounding another of the numerous curves, Yankee Doodle Lake appears on our left. It is not a large lake—just a little pond up in the mountains, locked in a semi-circular basin with a perpendicular wall rising hundreds of feet behind it, and fed by the melting snow, but its beauty entitles it to a better name. Even at this season of the year the lake is covered with ice, and one can hardly believe his eyes.

Girdling the lake, the train starts on the last stage of its long climb. Snowbanks are plentiful and numerous snowsheds have been built on this part of the road to keep the track clear. No trees are visible, and an occasional stunted shrub is about all the vegetation to be seen. Acres and acres of snow and this August! Soon the very crest of the great Continental Divide is reached and here on the very summit is a little station called Corona, meaning crown. There is also a switch and "Y" at this point, all protected by an immense snowshed. We have reached the highest point on our trip, an altitude of 11,660 feet. Only 3½ hours from "summer's glow to winter's snow."

The return trip was no less delightful. One does not appreciate the height of the mountains until he begins to descend them. A tall building appears much higher when viewed from the top story. If the mountains are grand and imposing when seen from below, they are sublime and awe-inspiring when viewed from above. Instead of looking up—up to peaks whose tops seem always above us, the picture is now reversed and we look down on the heights we have climbed into the valleys and canons we have traversed. The mind is lost in admiration and wonder and cannot but revert to thoughts of Him who "stood and

measured the earth" and raised the everlasting mountains as a monument forever to his infinite power and dominion over all. Nature's handiwork and man's daring appear in some new form at every turn.

With brakes set the train glides down the winding grade, now between banks of snow, then bursting out into some picturesque valley, through pine forests, past huge rocks and boulders, swinging around precipitous mountain sides in sharp curves, rattling over high trestles that make one dizzy, by frowning cliffs and deep gorges, through rocky tunnels, past noisy waterfalls and shimmering lakes down into the foothills, and at last out into the plain below.

However, all journeys must have an end; we reached Denver at half past five o'clock in the evening, and as the passengers stepped from the train there was at least one among them who felt that in one day he had been amply repaid for his trip to the mountains of Colorado.

## Alfalfa for the Arid Northwest.

In the hope of finding a variety of alfalfa withstanding the cold of the arid Northwest the U. S. Dept. of Agriculture for two years has had one of its agricultural explorers, Professor N. E. Hansen, searching the extreme north latitudes of the eastern hemisphere.

Professor Hansen first visited northern Norway and Sweden, but his quest was not rewarded until a year ago, when he remained in the north so late that he was badly frozen in Siberia. Despite this experience he made another trial this



The American Farmer—In Discovering a Hardy Alfalfa, You've Done Me Mighty Nigh as Much Good as if it Had Been the North Pole.—Minneapolis Journal.

year and has just informed Secy. Wilson that he has succeeded in getting the coveted seed.

The alfalfa discovered by Professor Hansen has a yellow instead of a blue flower. It is a native of the dry steppes of Siberia, and grows well where the cold reaches 9 to 40 degrees below zero. The country is exceedingly dry, yet the alfalfa is an excellent forage crop. The department will give the seed a thoro test. It is believed that this Siberian alfalfa will prove as great a boon to the arid west as the durum wheat introduced by the department several years ago.

The Standard Oil Co., which levies a heavy tax each year on every elevator man who uses gasoline power, stands in a good way of being assessed heavily for its violation of the Ohio statutes; so that an advance in the price of gasoline may be expected to make good its loss.

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## Supreme Court Decisions

**Warehouseman's Negligence.**—Where a warehouse receipt provided that perishable goods were received only at the owner's risk, such provision did not exempt the warehouseman from liability for its own negligence.—*Herzig v. N. Y. Cold Storage Co.* Supreme Court of New York, Appellate Division. 100 N. Y. Supp. 603.

**Void Submission to Arbitration.**—Where defendant elected to treat a submission to arbitration as a statutory submission, and the submission was void as such, it was not error for the court to disregard the arbitration and proceed to trial.—*Nay v. Boston & W. S. Ry. Co.* Supreme Judicial Court of Massachusetts. 78 N. E. 547.

**Warranty.**—Where there was a contract of sale of corn and a portion was delivered, paid for, and used by the purchaser, he cannot rescind the contract upon the ground that the quantity received and accepted by him was inferior in quality to that stipulated in the contract.—*Henderson Elevator Co. v. North Georgia Milling Co.* Supreme Court of Georgia. 55 S. E. 50.

**Contract of Shipment.**—A contract limiting a carrier's liability to the value of the shipment given by the shipper for obtaining concession in rates is not invalid, under Const. Ky., Sec. 196, prohibiting any carrier from contracting "for relief against common-law liability."—*Barnes v. Long Island R. Co.* Supreme Court of New York, Appellate Division. 100 N. Y. Supp. 593.

**Replevin.**—Where a contract for the sale of hay provided that the buyer should bale the hay at once at his own expense, and should pay the seller \$8 a ton when the hay was delivered at the car at a certain station, the buyer could not maintain replevin for the hay without tendering the price, in the absence of a waiver thereof.—*Witt v. Dersham.* Supreme Court of Michigan.

**Wagering Contracts.**—Where, in an action by a broker against a customer to recover a balance of an account alleged to be due on a series of stock transactions, it appears that not a single transaction was settled by delivery and the testimony shows that there was never an intention to make an actual delivery, a nonsuit is properly entered.—*Snider v. Harvey.* Supreme Court of Pennsylvania. 64 Atl. 687.

**Notice of Damage.**—Where a carrier learned of the damaged condition of a shipment on its arrival at the point of destination, and was afforded opportunity to investigate the nature and extent of the damage, the failure to give notice of damage, as required by the B/L did not defeat a recovery.—*Hardin Grain Co. v. Missouri Pacific Ry. Co.* Kansas City Court of Appeals, Missouri. 96 S. W. 680.

**Failure to Deliver Telegram.**—Where a delay in delivering a commercial telegram offering meal at a certain price was shown, and caused a delay on the part of the addressee in purchasing meal, whereby he was compelled later to pay an advanced price, he could recover damages, though there was no evidence that he would have accepted the offer.—*Lathan v. Western Union Tel. Co.* Supreme Court of South Carolina. 55 S. E. 134.

**Negligent Delay in Transportation.**—The measure of damages for a carrier's negligent delay in transporting property is the difference between the market value of the property at the point of destination, in the condition in which it would have been received had it been delivered in a reasonable time, and its market value at that point in the condition which it was in at the time of its arrival, notwithstanding the

stipulation in the B/L that in the event of loss of property the value of the same at the point of shipment should govern, the stipulation referring to property lost in transit and not to property damaged.—*Hardin Grain Co. v. Missouri Pacific Ry. Co.* Kansas City Court of Appeals, Missouri. 96 S. W. 681.

**Landlord's Lien.**—Under Kirby's Dig., Secs. 5032, 5033, a landlord's lien is only for rent and advances for necessary money supplies, and cannot be extended to include damages for neglect of the crop and rental value of lands not cultivated, in violation of the lease, as against the intervening rights of a third party, who has a crop mortgage for supplies furnished the tenant.—*Few v. Mitchell.* Supreme Court of Arkansas. 96 S. W. 983.

**Profits of Charter Assignable.**—Where a charterer of certain vessels for the shipment of grain entered into a contract with E. to finance the adventure, the balance due on a final settlement between the charterer and E. and the rights and things in action arising out of their agreement, including the profits to be derived therefrom, were proper subjects of assignment.—*Bank of Yolo v. Bank of Woodland.* Court of Appeal, Third District, California. 86 Pac. 820.

**Negligence in Setting Fire.**—Where, in an action against a railway company for setting fire to a building, plaintiff established a prima facie case of negligence, and the evidence of the railroad company showed that it had done all that the law required of it in the equipment and management of the engine, the question whether plaintiff's prima facie case was overcome was for the jury.—*Illinois Central R. Co. v. Bailey.* Supreme Court of Illinois. 78 N. E. 833.

**Landlord's Lien.**—Where a buyer of corn from a tenant knew when he bought the same that it was raised on demised premises, the buyer's liability to the tenant's landlord for the value of the crop so purchased was not affected by the fact that at the time the purchase was made the buyer believed the corn had been raised by the tenant on demised premises other than those rented from plaintiff.—*King v. Rowlett.* Kansas City Court of Appeals, Missouri. 96 S. W. 493.

**Sparks from Engine.**—Where, in an action against a railway company for setting fire to a building, the evidence identified the engine from which it was claimed that the sparks setting the fire escaped, and there was no evidence that the fire was communicated by any other engine, it was error to permit a witness to testify that at another time he had seen sparks emitted by another engine.—*Illinois Central R. Co. v. Bailey.* Supreme Court of Illinois. 78 N. E. 833.

**Liability of Surety.**—Where a bond issued by a surety company indemnifying an employer against default of an employee for a certain amount provided that it should not lapse at the end of the term if renewed, but that the liability of the surety should not be cumulative, the total liability for the whole period represented by the original term and renewal periods was limited to the amount specified in the bond.—*American Bonding Co. of Baltimore v. Morrow.* 96 S. W. 613.

**Rescission of Contract.**—If the vendee accepted delivery of inferior corn, and, with knowledge of its inferiority, caused it to be ground into meal, the vendor will not be answerable in damages for the losses accruing from milling the corn. Nor can the vendee complain, after acceptance of the corn with knowledge of its defective condition, that it was inferior to the contractual quality.—*Henderson Elevator Co. v. North Georgia Milling Co.* Supreme Court of Georgia. 55 S. E. 50.

**Collecting Agent.**—Where a collecting bank received items for collection only at the owner's risk until full actual payment was received, such limitation of liability was effective only to exonerate it from the negligence or misconduct of its sub-

collecting agents when properly selected, and did not relieve it from liability for its own negligence in selecting the drawee of a check as an agent to collect the same.—*Bank of Rocky Mount v. Floyd.* Supreme Court of North Carolina. 55 S. E. 94.

**Warehousemen.**—A custom of a compress company to deliver cotton to the party who had placed it in the company's warehouse on surrender by him of receipts of the compress company which he owned for an equal number of bales, whether the receipts were originally issued to him or not, does not justify a delivery to a person presenting receipts which he did not own, even in the absence of statute.—*Citizens' Bank of Little Rock v. Arkansas Compress & Warehouse Co.* Supreme Court of Arkansas. 96 S. W. 997.

**Fire Set by Locomotive.**—In an action against a railroad for setting fire to a building, plaintiff's witnesses testified that an engine drawing a passenger train discharged sparks, and that, when the engineer started the engine, the wheels slipped and whirled around and a volume of sparks was emitted and blown toward the building. The fire was first seen on the shingled roof of the building. Held sufficient to establish a prima facie case entitling plaintiff to judgment unless it should be overcome by the evidence of defendant.—*Illinois Central Ry. v. Bailey.* Supreme Court of Illinois. 78 N. E. 833.

**Breach of Contract.**—But, if the vendor delivered corn inferior in quality and in less quantities than stipulated in the contract of sale, the vendee, though unable to rescind the contract because of his inability to make restitution of the portion used by him, may, in defense to an action by the vendor to recover damages for a breach of the contract, recoup damages approximately flowing from the vendor's failure to deliver corn in the quantity and of the quality contracted for, provided there has been no waiver by the vendee touching the time of delivery or with respect to the quality of the corn tendered and accepted.—*Henderson Elevator Co. v. North Georgia Milling Co.* Supreme Court of Georgia. 55 S. E. 50.

**Drawee Bank.**—A check payable in another place was deposited with defendant bank for collection, and by it sent to its correspondent at the place of payment, which was the drawee bank. The check was received by the latter and marked "Paid," and the drawer's account was charged with the amount, which was not remitted, however, to defendant prior to the failure of the drawee bank, though at the time the check was paid the drawee had sufficient funds on hand to make payment. Held, that defendant bank was guilty of negligence in sending the check to the drawee bank for collection, and was therefore liable for the amount thereof.—*Bank of Rocky Mount v. Floyd.* Supreme Court of North Carolina. 55 S. E. 94.

**Unauthorized Delivery to Notify Party.**—Where consignors delivered goods to a common carrier for carriage to a distant point, and there to notify a third person and deliver to him upon his presentation of the B/L and payment of the draft for the purchase money attached thereto, and the carrier delivered the goods to the designated person before the payment of the draft, and without presentation of the B/L, but afterwards the consignors treated directly with the party taking the goods, accepted a part of the purchase money in cash, and took a check for the balance, which check was not paid upon presentation, and where the consignors afterwards demanded from the common carrier payment of the amount represented by the check, and, upon refusal to pay, instituted suit therefor, held that, under the ruling in the case of *Southern Ry. Co. v. Kinchen*, 29 S. E. 816, 103 Ga. 187, the consignors, by treating directly with the party receiving the goods, waived their right against the common carrier, and could not recover.—*Callaway & Truitt v. Southern Ry. Co.* Supreme Court of Georgia. 55 S. E. 22.



Elev. on I. C. Ry. at Colfax, Fletcher, Parnell, Fullerton.  
Elev. on L. E. & W. at Holder.

## J. E. HAWTHORNE GRAIN DEALER

Bloomington, Ill., Aug. 11, 1906.

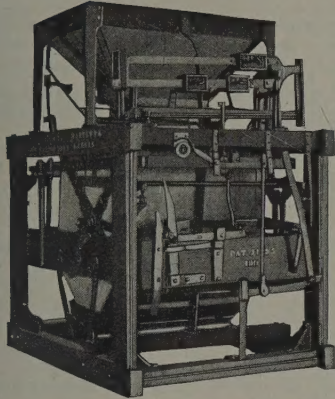
To whom it may concern.

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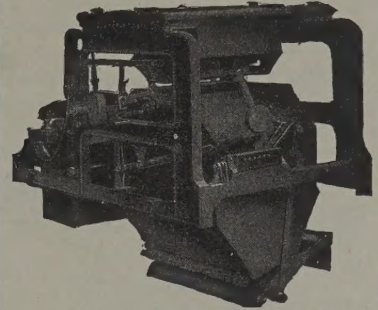
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Champaign Co., }

AMERICAN GRAIN METER

VS

R. R. TRACK SCALES

We, the undersigned, hereby certify that on June 15th and 16th, 1906, we weighed the corn loaded into Erie cars No. 71904 and No. 107097 at the elevator of J. L. Bowls, at Bowlsville, Ohio.

The empty cars were first weighed on R. R. Track Scales, which had recently been tested. They were then loaded, the corn passing through an American Grain Meter, which automatically weighed and registered it. The loaded cars were then weighed. The results were as follows:—

	Car No. 71904	Car No. 107097
Net Weight Track Scales—	50400 lbs.	50568 lbs.
Weight, American Grain Meter—	50380 lbs.	50630 lbs.
Variation . . . . .	20 lbs.	62 lbs.

It rained on Car No. 107097 while it was being loaded and also on the track scales which would reduce the variation of 62 lbs.

J. G. Powers

Notary Public for D. B. Payne & Whelan, O.

L. J. Bowls

Signed and sworn to before me this 16th day of June, 1906

M. M. Rock

Justice of the Peace

In and for Champaign Co., O.

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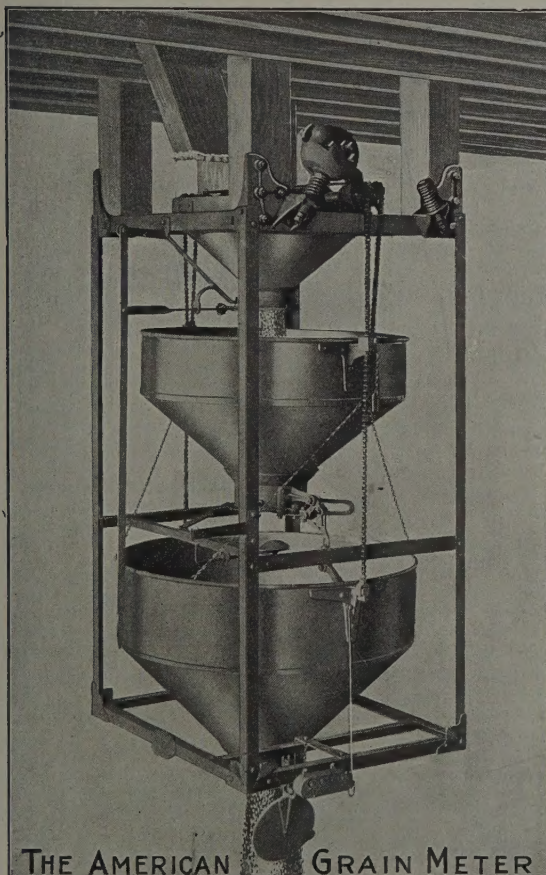
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## Patents Granted

Gas Engine Valve. No. 835,634. Fred C. Olin, Buffalo, N. Y.

Malt Kiln. No. 835,583. Peter G. Toepfer, Milwaukee, Wis.

Gas Engine. No. 835,759. Thos. N. Kellett, Los Angeles, Cal.

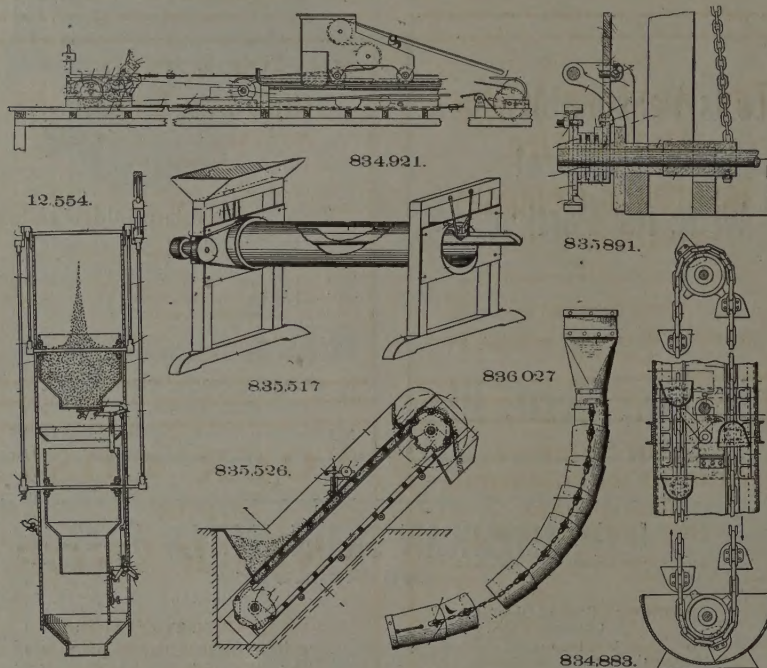
Spark Regulator. No. 835,982. Herbert O. Phillips, Warwick, R. I.

Carbureter. No. 835,564. Chas. D. Shain, Rockaway Park, N. Y.

reversing the travel of an endless cable which shifts the position of the tripper.

Grain Dump Lifting Jack. No. 835,891. (See cut.) Robert L. Rhea, Peoria, Ill. The elevating device which raises the front end of the wagon is connected to a drum shaft having a gear on one end and a plurality of successively operated rings, for checking the movement of the mechanism driving the gear.

Safety Device for Elevators. No. 834,883. (See cut.) Willard J. Beach, Pittsburg, assignor to Heyl & Patterson, Pittsburg, Pa. Dropping back of the buckets in the up leg is prevented by a pawl carried by a friction block. One portion of the chain is engaged by the friction block, which has a recess containing a rock arm.



Rotary Explosive Engine. No. 835,483. Ben F. Walker, Bridgeport, Conn.

Internal Combustion Engine. No. 835,773. Francis W. Brady, Englewood, N. J.

Sheller and Huller for Coffee. No. 836,011. O. DeA. Camargo, Rio Claro, Brazil.

Electric Igniter. No. 834,912. Jos. N. Kelly, Dayton, O., assignor of  $\frac{1}{2}$  to G. H. Geiger, Dayton.

Multiple Cylinder Rotary Explosive Engine. No. 835,337. Ben F. Walker, Bridgeport, Conn.

Explosive Engine. No. 835,908. Jacob F. Jensen, Evanston, Ill., assignor of  $\frac{3}{4}$  to Marie Stillman, Evanston.

Air Cooler for Explosive Engines. No. 835,277. Lee A. Frayer and Wm. J. Miller, Columbus, O., assignor to the Oscar Lear Automobile Co., Columbus.

Conveyor. No. 835,526. (See cut.) Heinrich Horn, Goerlitz, Germany. An inclined drag chain runs over upper and lower drums, the material elevated being scraped off by a board, which is weighted.

Tripper Operator. No. 834,921. (See cut.) Elliott J. Mason and Lewis J. Robb, Pittsburg, Pa., assignors to Heyl & Patterson, Pittsburg. Oppositely driven pinions alternately engage a gear-wheel,

Flexible Spout. No. 836,027. (See cut.) James J. Gerber, Minneapolis, Minn. Telescoping spout sections are held together in a series by chains. Plates mounted on the sections have outwardly projecting ears between which the links of the chain are inserted. Bolts pass thru the links and thru holes in the ears, making the sections detachable.

Seed Separator. No. 835,517. (See cut.) Samuel P. Glunt, Union City, Ind. A pair of frames support a textile lined cylindrical shell having a brush in contact with and extending longitudinally of the interior. Below the brush is a double compartment pan extending longitudinally. The seed is discharged into the cylinder from one of the pans, which in turn receives the seed from a hopper.

Automatic Weighing Machine. Reissue, No. 12,554. (See cut.) Henry C. Bowlus, Springfield, O., assignor to the Bowlus Automatic Scale Co., Springfield, O. Two superposed hoppers moving toward and from each other are respectively connected to the longer and shorter arms of a rock shaft provided with a scale beam and poise arranged to swing to each side of the vertical. The weight of the material in the receiving hopper causes the hoppers to approach each other, thereby swinging the scale beam into position on one side of the vertical for

weighing the material in the weighing hopper, closing the weighing hopper discharge and opening the receiving hopper discharge, the weight of the material in the weighing hopper subsequently swinging the scale beam over the other side of the vertical, closing the receiving hopper discharge and opening the weighing hopper discharge.

## Minneapolis Millers Losing.

BY J. F. R.

One of the puzzling developments of the new crop year is the falling off in the Minneapolis receipts of grain this year compared with last year. The decrease in the arrivals of wheat has been charged to the delayed spring wheat movement; but the receipts of all other grains show a proportionate loss compared with a year ago. Barley receipts are about one-half those of a year ago. The loss is least in flaxseed, being about 25 per cent.

That the unfavorable conditions are local is shown by a comparison with the better business at other markets. Duluth received from Aug. 1 to Nov. 1, 17,571,000 bus. of wheat, a gain over the receipts for the same period a year ago, which were 14,349,900. Minneapolis received only 18,608,000 bus. so far this crop year, against 30,086,000 bus. for the same period of last year. Chicago also made a gain over a year ago.

In consequence of the decreased receipts the visible supply of wheat in Minneapolis eltrs. is only one-half of the quantity in store a year ago, altho Duluth has as much as a year ago, and the visible supply the country over is larger than at any corresponding date in 5 years.

Receivers are watching the daily record of cars arriving, for a turn in the tide, but with little encouragement. On Oct. 31 the receipts of wheat were 191 cars; against 391 a year ago, a loss of just 200 cars.

Millers are as unfavorably affected as the grain receivers. The weekly flour output during August was nearly 50,000 bbls. larger than in the same weeks of last year. In September the output dropped sharply more than 50,000 bbls. per week less than the output of last year; while during October the weekly output has been nearly 150,000 bbls. less than in October, 1905. Here again the unfavorable conditions are peculiar to Minneapolis, the weekly output for the week ending Oct. 28 having been 349,410 against 471,265 in 1905; while the mills outside the city increased their output for the week from 169,620 bbls. to 173,370 bbls. The Duluth flour output was 22,335 bbls. against 17,000 in the corresponding week of 1905.

Is it a mere coincidence that the output of the Minneapolis mills dropped just when the new Interstate Commerce Act went into effect?

Canada has been omitted from the preferential concessions given to Britain and New Zealand by Australia and F. S. Larke, Canadian Commercial Agt. at Sidney, N. S. W., has reported the duty on wheat, oats, barley, beans and peas to be raised from 6 to 8 cents a hundred lbs., hops raised from 12 to 24 cents and other tariffs raised in proportion. It is thought, by overtures to Australia, Canada might be included in the preference with Great Britain and New Zealand. If such negotiations could be brought about, Canada's trade would be materially assisted.



# Fire Insurance Companies

Established 1889

## Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

**MILLS AND ELEVATORS ONLY**

Purely Mutual

E. E. PERRY, Secretary

## Elevator and Grain Insurance

THE OLD RELIABLE

## Michigan Millers

MUTUAL FIRE INSURANCE CO.

of Lansing, Mich.

Assets ..... \$1,800,000  
Losses paid..... 1,500,000  
Net cash assets..... 328,000

## Millers Mutual Fire Insurance Association of Illinois, Alton, Ill.

Saved its members 55% of their rate of insurance last year, and added \$64,434.82 to its surplus. Are you one of their members? If not, you had better try them this year, and secure good insurance on your mill, elevator, grain warehouse or stock contained therein, and reduce your expense account.

Insurance in force.... \$8,987,642.00  
Face value of notes.... 1,328,540.52  
CASH ASSETS ..... 273,728.37

For full particulars address

D. R. SPARKS, Pres. A. R. McKINNEY, Sec.

## MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

Insures Flour Mills, Elevators and Warehouses at actual cost.

Net Cash Assets \$218,020.94.

Losses Paid \$1,179,097.88.

Saved to Policy Holders \$1,622,157.48.

Organized 1875. J. G. SHARP, Secretary.

ORGANIZED 1883

## The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents,

## MILLERS' NATIONAL INSURANCE COMPANY

205 La Salle St., CHICAGO, ILL.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.

NO conflagration hazard.

Gross Assets, - - \$4,341,881.00  
Net Cash Surplus, - 759,569.00

## Your Money's Worth

is what you want when you buy insurance.

For elevator insurance you should not pay for poor hazardous or lower rated property or for big losses by conflagrations. The



makes the cost for elevators only. It is stronger than the average insurance company and not subject to conflagration losses.

WRITE

C. A. McCOTTER, Sec'y.  
INDIANAPOLIS, INDIANA

## Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning..... \$5,450,000  
Risks in force, Tornado..... 1,010,000  
Admitted Ledger Assets..... \$10,478.39  
Six Months' Assessment in course of collection, over..... 25,000.00

Total Amount Assets Available

for the payment of losses..... \$41,478.39

Fire and Lightning Cost for Current Year Only 80 per cent of the rate.

Tornado Cost for Past Five Years Only 50 per cent of the rate.

F. D. BABCOCK, Secy.

## TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, set cost you only 15 cents per line. Try it.

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on grain elevators and contents if written with the Elevator Underwriters will be the lowest you have ever obtained.

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KANSAS CITY, MO.

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On Cards

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 pounds each.

In addition to the regular reduction table, 4 dockage tables showing the dockage of any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lb. dockage are given. Also a table for reducing any quantity of flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

GRAIN DEALERS CO., 255 La Salle Street, Chicago, Ill.

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Let the Grain Dealers Journal Want Ads do your work.

They bring quick returns.



A J A X

Highest Quality Long Fibre Manila Transmission Rope

Strongest

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and

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For 15

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Standard

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TRADE MARK

A Tarred Brown Yarn Running Through The Strands.

Our Ajax Rope is made from the finest selected "Cebus" Manila Hemp, which has had all the knots, tow and other weak parts combed out of it before it is spun into yarn.

Always Uniform In Size and Quality.

Some of the largest grain elevators in the world are equipped throughout with "Ajax" drives. Ask for sample combed out to show the strength and excellence of the fibre. There is absolutely nothing better.

Send for our 48-page "AJAX" Book and our Pamphlet on Rope Transmission. Made only by

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FOR GRAIN ELEVATORS  
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We Manufacture the Latest

GRAIN HANDLING AND POWER  
TRANSMITTING MACHINERY

IT WILL COST YOU ONLY A  
LETTER TO GET OUR PRO-  
POSITION FOR SOLVING  
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**WEBSTER M'F'G CO.**

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UNLESS YOU

**ARREST**

THE DUST AT YOUR ELEVATOR.

MY COLLECTOR IS AT YOUR SERVICE.

WRITE FOR PARTICULARS.

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## MODERN GRAIN ELEVATOR MACHINERY

Shafting,  
Pulleys,  
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Clutches  
Friction  
Clutches.



Gears,  
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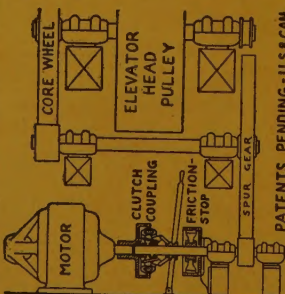


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in elevators all have had troubles at times. Fuses blow out—Power is off—Legs back up and choke—Buckets torn off—Motors burned out trying to pull through a choke!

**EVANS PATENT MOTOR**

**ATTACHMENT FOR  
ELEVATOR LEG DRIVES**

will positively prevent leg from backing and choking when power is off and enables motor to start leg with a full load. Can be attached to any standard motor and used with Gear, Rope or Belt Drive.

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